



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

1913  
HE2709  
.M61

Library of



Princeton University.

The  
Pliny Fisk  
Statistical Library



2.  
1  
Mo

PROPERTY OF  
HARVEY FISK & SONS,  
STATISTICAL DEPARTMENT  
~~NOT TO BE LOANED OR TAKEN FROM OFFICE~~

5-1-11  
13/14



**Twenty-Ninth Annual Report**

**OF THE**

**Railroad and Warehouse  
Commission**

**OF THE**

**STATE OF MINNESOTA**

**To the Governor**

---

**For the Year Ending November 30, 1913**

---

**1914**  
**SYNDICATE PRINTING CO.**  
**Minneapolis, Minn.**

## TABLE OF CONTENTS.

---

Summary and comparison of returns of all railroad companies doing business in this state.

Work of the Commission during the year.

United States Supreme Court decision in Minnesota rate cases.

Engineering department, report of.

Weights and measures department, report of.

Attorney General's opinions.

Formal and informal complaints.

Statistical tables taken from annual reports of railways.

Reports of express companies and suburban electric railways.

(See general index on last pages of report.)

# STATE OF MINNESOTA

---

Office of Railroad and Warehouse Commission.

---

St. Paul, Minn., December 31, 1913.

To His Excellency Adolph O. Eberhart, Governor of Minnesota:

Sir: Pursuant to the requirements of section 1985 of the Revised Laws of Minnesota, 1905, the Railroad and Warehouse Commission has the honor herewith to submit a report of the doings of the Commission for the year ending November 30, 1913, this being the twenty-ninth annual report of the Commission as now organized, with such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation in its bearing upon the business and prosperity of the people of the state, with such suggestions in relation thereto as seem appropriate to the Commission.

Very respectfully, your obedient servants,

IRA B. MILLS,

CHARLES F. STAPLES,

CHARLES E. ELMQUIST,

Commissioners.

A. C. CLAUSEN, Secretary.



# TWENTY-NINTH ANNUAL REPORT OF THE RAILROAD AND WAREHOUSE COMMISSION

## OF THE STATE OF MINNESOTA

To the Governor

For the Year Ending November 30, 1913

### RAILROAD COMPANIES' REPORTS.

#### RAILROAD MILEAGE IN MINNESOTA.

The total mileage of main line of railways operating in the state of Minnesota on June 30, 1913, was 8,947.71, exclusive of terminal and transfer railways, and on June 30, 1912, 8,863.52, showing an increase for the year 1913 of 84.19 miles. The total mileage of terminal and switching roads for 1913 was 114.35 miles, and for the year 1912, 110.78, showing an increase for 1913 of 3.57 miles. The gross increase in the railroad mileage of Minnesota, exclusive of terminal and switching roads, for the fiscal year ending June 30, 1913, is 126.81 miles, with a decrease of 42.62 miles, making a net increase of 84.19 miles, which is made up as follows:

	Increase.	Decrease.
Duluth & Iron Range.....	.....	1.72
Duluth, Winnipeg and Pacific.....	83.49	.....
Duluth, Missabe & Northern.....	5.31	.....
Duluth & Northern Minnesota.....	6.30	.....
Duluth, Rainy Lake & Winnipeg.....	.....	1.29
Great Northern .....	.....	2.52
Minnesota & International .....	1.30	.....
Minnesota & North Wisconsin.....	.....	35.70
Northern Pacific .....	.....	1.34
Soo Line .....	30.41	.....
Wisconsin Central .....	.....	.05
	<hr/> 126.81	<hr/> 42.62

The increase in mileage is principally due to the putting in operation of that portion of the Soo Line between St. Paul and Duluth, which crosses Pine county, in the northeastern portion of the state; also the putting into operation that portion of the Duluth,

Winnipeg & Pacific line from Virginia to Duluth. The decrease is principally caused by the abandonment of the Minnesota & North Wisconsin Railroad.

The increase in the terminal and switching lines is made up of additional tracks on the lines of the Minnesota Transfer.

#### CAPITAL STOCK AND FUNDED DEBT.

The amount of capital stock outstanding for railroads reporting to this Commission for their entire lines for the year ending June 30, 1913, was \$1,434,457,724.00, and of funded debt, \$2,209,764,855.00, making a total of capital stock and funded debt of \$3,644,222,579.00, as against the total amount for the year ending June 30, 1912, of \$3,382,145,799.00, which shows an increase in capital stock and funded debt for the year 1913 of \$262,076,780.00

#### ACCIDENTS.

The number of accidents to persons in the state of Minnesota, resulting from the movement of trains and engines, for the year ending June 30, 1913, as compared with the year ending June 30, 1912, is as follows:

	1912		1913	
	Killed.	Injured.	Killed.	Injured.
Passengers .....	11	413	7	198
Trainmen .....	26	847	48	1,113
Switch tenders, crossing tenders and watchmen .....	4	68	7	78
Other employes .....	29	190	35	135
Postal clerks, express messengers and Pullman employes .....	...	28	...	28
Trespassers .....	112	123	124	117
Non-trespassers .....	17	126	42	115
Totals .....	199	1,795	263	1,784

The figures in the above table show an increase for the year 1913 over 1912 of 64 killed and a decrease of 11 injured. In addition to the foregoing, the following figures show the number of persons killed and injured from causes other than from the movement of trains and engines:

	1912		1913	
	Killed.	Injured.	Killed.	Injured.
Passengers .....	...	17	...	12
Shopmen .....	1	815	6	759
Station men .....	...	89	...	108
Trackmen .....	3	253	...	345
Postal clerks, express messengers and Pullman employes .....	...	1	...	.....
Other employes .....	5	206	3	325
Other persons .....	...	10	1	17
Totals .....	9	1,391	10	1,566



The figures in this table show an increase in 1913 of 1 killed and 175 injured over 1912.

#### OPERATING INCOME, STATE OF MINNESOTA.

The total operating income of the railroads doing business in the state of Minnesota, derived from freight, passenger, express, mail and all other sources of revenue, for the year ending June 30, 1913, was \$112,606,977.07, and for the year 1912, \$93,241,999.02, which shows an increase for the year 1913 of \$19,364,978.05.

#### OPERATING EXPENSES IN STATE OF MINNESOTA.

The total amount of operating expenses charged to the state of Minnesota for the year ending June 30, 1913, was \$61,252,746.34, as compared with \$52,266,293.36 for the year 1912, which shows an increase for the current year of \$8,986,452.98.

#### NET OPERATING REVENUE, STATE OF MINNESOTA.

The total net operating revenues for the state of Minnesota for the year ending June 30, 1913, was \$51,354,230.73, and for the year 1912, \$40,975,705.66, which shows an increase for the year 1913 of \$10,378,525.07.

#### INTEREST ACCRUED ON FUNDED DEBT AND OTHER INTEREST AND DEDUCTIONS.

The accrued interest on funded debt and interest on other liabilities, including rentals paid and all other deductions from corporate income of all the railroad companies doing business in this state for the year ending June 30, 1913, for their entire lines, amounted to \$97,476,862.91, and for the year ending June 30, 1912, \$91,353,849.12, which shows an increase for the year 1913 of \$6,123,013.79.

#### DIVIDENDS PAID.

The total amount of dividends paid from net corporation income and from surplus by the railway companies operating in the state of Minnesota for the year ending June 30, 1913, for their entire lines, was \$81,459,531.34, as compared with \$82,939,305.29 for the year ending June 30, 1912, which shows a decrease in the year 1913 of \$1,479,773.95. The following table shows the companies paying dividends out of net corporate income:

Chicago, Burlington & Quincy.....	\$8,867,128.00
Chicago & Northwestern.....	10,899,615.00
Chicago, Rock Island & Pacific .....	3,743,525.00
Chicago, St. Paul, Minneapolis & Omaha.....	2,086,910.00
Duluth Terminal .....	24,000.00
Great Northern .....	14,698,959.50
Green Bay & Western.....	242,500.00
Minnesota & International.....	25,000.00
Northern Pacific .....	17,356,220.00
Railway Transfer of Minneapolis.....	27,667.49

Total ..... \$57,971,224.99

The following table shows dividends paid out of surplus by the railway companies operating in the state of Minnesota for the year ending June 30, 1913:

Chicago, Milwaukee & St. Paul.....	\$13,912,533.00
Dubuque & Sioux City (Illinois Central).....	273,996.35
Duluth & Iron Range .....	2,700,000.00
Duluth, Missabe & Northern.....	3,495,625.00
Minneapolis Eastern .....	8,750.00
Minneapolis, St. Paul & Sault Ste. Marie.....	2,646,714.00
Wisconsin Central .....	450,688.00

Total ..... \$23,488,306.35

#### DEBIT AND CREDIT BALANCES CARRIED TO PROFIT AND LOSS ACCOUNT.

The following companies carried forward a credit balance for the fiscal year ending June 30, 1913, as follows:

Canadian Northern .....	\$791,831.36
Chicago, Burlington & Quincy.....	2,915,874.68
Chicago Great Western .....	1,245,039.45
Chicago, Milwaukee & St. Paul.....	17,643,037.98
Chicago & Northwestern .....	3,775,407.72
Chicago, Rock Island & Pacific.....	253,503.94
Chicago, St. Paul, Minneapolis & Omaha.....	192,023.31
Dubuque & Sioux City (Illinois Central).....	261,310.69
Duluth & Iron Range.....	2,626,179.01
Duluth, Missabe & Northern.....	3,240,473.05
Duluth & Northeastern .....	20,369.03
Duluth & Northern Minnesota.....	35,083.29
Duluth, Winnipeg & Pacific.....	22,101.57
Great Northern .....	4,277,989.61
Minneapolis Eastern .....	25,140.24
Minneapolis & Rainy River.....	2,723.49
Minneapolis & St. Louis.....	370,227.12
Minneapolis, St. Paul & Sault Ste. Marie.....	5,507,041.14
Minnesota & International .....	97,106.33
Minnesota Transfer .....	1,215.80
Northern Pacific .....	3,453,517.82
St. Paul Bridge & Terminal .....	9,387.02
Winona Bridge .....	22,967.93
Wisconsin Central .....	1,093,350.46

Total ..... \$47,882,907.04

The total credit balance carried forward for the fiscal year ending June 30, 1912, amounted to \$27,476,466.09, making an increase in 1913 of \$20,406,440.95.

For the same period the following companies carried forward debit balances:

Duluth Belt Line.....	\$115.08
Duluth, South Shore & Atlantic.....	537,519.88
Green Bay & Western.....	26,644.27
Minneapolis, Red Lake & Manitoba.....	29,389.61
Minnesota, Dakota & Western.....	48,842.68
Big Fork & International Falls.....	12,765.03
Mississippi, Hill City & Western.....	12,402.91
<b>Total .....</b>	<b>\$667,679.46</b>

The total debit balance carried forward for the fiscal year ending June 30, 1912, amounted to \$1,183,775.88, which shows a decrease in 1913 of \$516,096.42.

#### ACCUMULATED SURPLUS.

The total credit balance for all lines on June 30, 1913, carried to their respective balance sheets, amounted to \$367,345,661.68, and the total debit balances for all lines on June 30, 1913, carried to their respective balance sheets amounted to \$5,498,882.21.

#### TAXES.

The total amount paid by the railway companies for taxes on their gross earnings in the state of Minnesota, for the calendar year ending December 31, 1912, amounted to \$4,232,454.32, and for the same period for the year 1911, \$3,670,760.25, which shows an increase in taxation for 1912 of \$567,694.07.

The total amount of operating revenues for the entire lines of all roads operating in this state for the fiscal year ending June 30, 1913, amounted to \$606,454,035.42. The taxes accrued for all systems amounted to the sum of \$26,670,488.03, which would show an average rate of taxation on their gross earnings of 4.4 per cent (.0440 per cent).

#### RENTALS RECEIVED.

The total amount of rentals received by the railway companies for the use of their tracks by other railway companies and other rentals for their entire lines, for the year ending June 30, 1913, is as follows:

Received from joint facilities.....	\$4,189,360.06
Received from lease of road.....	1,157,965.93
Received from miscellaneous rentals.....	979.86
<b>Total .....</b>	<b>\$6,327,191.11</b>

For the fiscal year ending June 30, 1912, the total rentals received from the above sources amounted to \$5,439,069.37, which shows an increase for the year 1913 of \$888,121.74.

#### RENTALS PAID.

The total amount of rentals paid by the railway companies for the use of tracks of other railway companies and other rentals for their entire lines for the year ending June 30, 1913, is as follows:

Paid for joint facilities.....	\$6,615,178.25
Paid for lease of road.....	6,936,725.85
Paid for miscellaneous rentals.....	189,288.94

Total .....	\$13,741,193.04
-------------	-----------------

For the year 1912, the total rentals paid by the railway companies for the above privileges amounted to \$13,110,223.10, which shows an increase for the year 1913 of \$630,969.94.

#### EXPLANATION.

In this report will be found a number of statistical tables, which consist of information relating to the operation of railroads in this state, and is similar to that furnished by the carriers in their annual reports to the Interstate Commerce Commission, under the requirements of its rules for uniform accounting, which rules have been adopted as a requirement by the various state commissions, with a view to securing a uniform system of reporting the operation of all railroads in all states. The index to any specific statistical table can be found on page 265 preceding the tables above referred to. The original reports filed by the railway companies with this Commission containing the data shown in the statistical tables above referred to, are available to all interested parties for the purpose of examination at its office in the New Capitol building, St. Paul, Minnesota.

#### ANNUAL REPORTS OF EXPRESS COMPANIES.

The express companies doing business in this state have made full reports for their entire systems to this Commission for the year ending June 30, 1913, which can be found in detail on page 653 of this report. It was expected that a uniform system of reports giving the information of operation by state lines would have been established by this time, but no conclusion has yet been reached as to the best method of obtaining the information required, but it is hoped that a uniform report will soon be promulgated, so as to gather all information necessary to arrive at a fair basis to all states, as to the method of dividing the express earnings and expenses by state lines.

**ORGANIZATION OF THE COMMISSION.**

The Commission is now constituted as follows:

Ira B. Mills, re-elected November, 1912, term expires January, 1917.

Charles F. Staples, re-elected November, 1910, term expires January, 1915.

Charles E. Elmquist, re-elected November, 1912, term expires January, 1919.

**ELECTRIC RAILWAY LINES.**

The Minneapolis & St. Paul Suburban Railway Company has filed its fifth annual report, which is printed in full on page 633 of this report.

The Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company, otherwise known as the Dan Patch Line, has filed its third annual report, which is printed in full on page 625 of this report.

The Mesabe Railway Company has filed its first annual report, which is printed in full on page 646 of this report.

**GRAIN INSPECTION AND WEIGHING DEPARTMENT.**

The annual reports of these departments are now published separately from the report of the Commission for the convenience of the grain trade and those specially interested in this particular subject. Copies can be obtained by application to Chief Inspector of Grain, State Capitol, St. Paul, Minn.

**WORK ACCOMPLISHED DURING THE YEAR.**

The labors of the department during the preceding year ending November 30, 1913, exceed by far in volume and importance the record of any previous year in its history. This is true, not only in respect to the number of applications and petitions with reference to alleged grievances which have been considered by the Commission, but also in view of the paramount importance of issues that have been awaiting settlement for a long period and have finally been brought to completion. When the work of the department for the past year is carefully considered with respect to the important results accomplished, its significance can be better appreciated.

There were 3,442 applications and complaints covering the various subjects that naturally come up for consideration, divided as follows, to-wit: 3 applications to abandon trackage; 8 petitions for

relief from the provisions of chapter 307, General Laws 1913, known as the clearance law; 14 applications for official inspections of new roads; 38 applications for inspection of interlocking plants; 58 petitions and complaints relating to depots and depot service; 31 petitions for improved train service; 20 for sidetracks; 12 for farm and railroad crossings; 1 for wye connections; 18 for stockyard facilities; 40 complaints against commission merchants; 50 complaints relating to claims and overcharges; 14 regarding car service; 70 miscellaneous complaints, not classified; 44 regarding unsatisfactory rates; 348 applications for permission to make revisions in rates, rules or regulations; 180 complaints regarding lack of refrigerator cars for potato shipments; 2,490 applications for refundment of passenger and freight overcharges arising out of litigation in the Minnesota rate cases—a grand total of 3,442 cases considered during the year.

#### THE MINNESOTA RATE CASES.

The merchandise, passenger and commodity rate case, referred to in the twenty-eighth annual report of this Commission, at page 12, has been decided and judgment has been entered in favor of the state in the cases of the Northern Pacific and Great Northern companies, and the case against the Minneapolis & St. Louis was decided against the state, subject to the right of the state to make further application. The right to make this further application is found in the last paragraph of what is known as the Minnesota Rate Cases, 230 U. S. 473, and is stated as follows:

"In the desire, however, to prevent the possibility that the decree may operate injuriously in the future we shall modify it by providing that the members of the Railroad and Warehouse Commission, and the Attorney General of the state, may apply at any time to the court by bill or otherwise, as they may be advised, for a further order or decree, whenever it shall appear that, by reason of a change in circumstances, the rates fixed by the state's acts and orders are sufficient to yield to the company reasonable compensation for the services rendered."

The full text of the decision of the United States supreme court is contained in this report on pages 75 to 118, inclusive.

On June 20, 1913, following the announcement of the decision in the Minnesota rate cases, a conference took place between the Commission and representatives of the railway companies therein affected, resulting in an agreement by the companies, with the exception of the Chicago Great Western Railroad Company and the Minneapolis & St. Louis Railroad Company, that the state rates held valid by the supreme court of the United States would be

established and put into effect immediately upon the dissolution of the injunctions against each of such companies, thus removing all question of further litigation by the roads. These rates were published July 21, 1913, and included the merchandise rates fixed by the Commission's order of September 6, 1906, the commodity rates fixed by chapter 232, and the passenger rates fixed by chapter 97 of the laws of 1907, and the in rates to distributing centers fixed by the Commission's order of May 3, 1907. Under the terms of the aforesaid agreement the companies were not only to discontinue all further litigation or contention as to the state rates, but to make prompt payment of the refunds due shippers for overcharges, representing the difference between the rates charged and the rates made by the state. The amount involved was estimated at approximately \$2,500,000.00.

The sufficiency of the rates on the lines of the Chicago Great Western and Minneapolis & St. Louis are now undergoing a test period; when this test is completed, if it is determined that the rates are too low, new schedules at a fixed percentage higher than the rates for class "A" roads will be established.

At the time the commodity rates had been enjoined in 1909 the legislature, then in session, enacted a law requiring the railroads to file schedules each month showing a record of all shipments made under this law, also the difference between the state rates and those charged during the period of litigation, in each particular case, which was observed by the companies up to the close of the proceedings. Since that time the work of redistributing refunds to the shippers entitled to same has been conducted both by the Commission and the railroad companies, and although it is not yet fully completed the greater part thereof has been accomplished in a satisfactory manner. Many thousands of claims have been paid by the companies covering all legitimate cases thus far presented. This will be continued until the remaining claims have been adjusted.

This is the most important and difficult work ever accomplished by the Minnesota Commission. It required careful investigation of conditions in the state and the undivided attention of the board for several months. It can be fairly stated that no greater responsibility was ever placed upon a regulating commission. . .

**STATUS AND DISPOSITION OF OTHER CASES IN THE COURTS ON APPEAL FROM ORDERS OF THE COMMISSION.**

The cases hereinafter referred to which were outlined in the preceding annual report of the Commission on pages 12 and 13 have been advanced or disposed of as follows:

The Hastings switching case is pending in the district court of Dakota county and is to be heard during the coming month of April.

The Bertha stock yards facilities case is pending in the supreme court of the United States.

The appeal in the Mississippi, Hill City & Western Railway Company case relating to hay rates has been dismissed by the company; the company having complied with the order of the Railroad and Warehouse Commission.

The Lonsdale depot case has been decided in favor of the state and the company has complied with the terms of the order of the Commission.

The Fox depot case is pending in the supreme court of the state.

The Thief River Falls wye case was decided in favor of the state and the railroad company has installed a wye a short distance from the city of Thief River Falls. The location of the wye by the railroad company was not according to the terms of the order of the Commission, but was placed at the junction point between the Great Northern and Soo, which arrangement was satisfactory to the petitioners and the Commission.

**WESTERN CLASSIFICATION NO. 51.**

This classification was filed with the Minnesota Commission on January 22, 1912, to supersede No. 50, and to take effect February 15, 1912.

It carried many changes in existing rates, a large proportion of which provided for advances therein with the result that widespread objection was raised, not only by shippers of Minnesota but of the other states affected thereby. As a result this classification was finally suspended for a period of ten months as allowed by the statutes. Thereupon the state commissions in many of the states which comprise western classification territory joined in the preparation and filing of a protest and argument with the Interstate Commerce Commission on behalf of the consumers and shippers. The following states were represented in this action:



Arkansas, Colorado, Illinois, Iowa, Louisiana, Minnesota, Missouri, Nebraska, Nevada, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Washington and Wisconsin.

In the preliminary statement accompanying the main arguments presented by the protesting states, the following assertions are made:

"It is probably safe to say that Western Classification No. 51 involves more changes in rates, minimum carload weights, and rules and regulations than any other single tariff ever issued by any American railway since the organization of the Interstate Commerce Commission.

"Western Classification No. 51 represents the first avowed step of consequence taken by the railway companies of the country toward the making of a uniform classification for the United States. These two facts therefore render this case of considerable importance."

Referring to the issues involved, the petitioners' condensed brief further sets forth:

"These proceedings concern the advances in rates, minimum weights, rules and regulations proposed in Western Classification No. 51, and the burden of justifying all these advances rests upon the railway companies.

"1. The chief defense offered by the companies is that they are necessitated in the making of a uniform classification.

"2. A second argument of the carriers is that the advances are offset by hundreds of reductions. This thought permeates their entire argument. We will be able to show that the advances are much greater than the reductions in both number and amount.

"3. Another argument constantly used by the carriers is that the advances are justified by certain conclusions of fact arrived at by the investigations of the uniform classification committee or western classification committee. This raises the whole question as to how much weight the Interstate Commerce Commission can give to the findings of these committees; how they are composed and what are their methods of investigation."

Our discussions will relate to the following propositions:

"First—Under the pretense of making a uniform classification the railroads are trying to raise the level of existing rates, weights, etc.

"(a) The changes in Western Classification No. 51 cannot be justified on the ground of uniformity.

"(b) The advances are several times greater than the reductions in both number and amount.

"Second—The railroads have demonstrated that they are not the proper parties to work out a uniform classification, as evidenced by many facts; their actions require unanimous approval; only a small number of recommendations of their uniform classification committee were adopted by the official classification committee; they have taken no steps toward working out a uniform system of rates, although they commenced the work four years ago."

The decision of the federal commission was published on the 9th of December, 1912. Hearings had previously been held at Washington, Kansas City, Minneapolis, Chicago, San Francisco, Portland, Ore., and Seattle. Over four thousand pages of testimony were taken and a large number of exhibits and briefs were filed by the carriers, state commissions and others interested. Oral argument was heard on the 16th day of October, 1912. The findings

of the commission were presented by Commissioner Meyer and indicate that the changes in Western Classification No. 51, against which widespread protest had been made were between fifteen hundred and two thousand in number.

It is shown that more than one-half of these changes resulted in reductions in charges and the remainder in advances. It appears to the Commission, however, that this is not a fair criterion as to their importance because "an advance or reduction in a single item representing a great volume of business throughout western classification territory may, from a financial standpoint, more than offset the changes of the opposite character in scores of other items." The report also deals carefully with each of the important principles and fundamental questions involved in the case, such as "Classification as a public function," "Methods of classification procedure," "Classification units," the meaning of "Uniformity," "Rates as a separate issue," and generally in respect to classification history since 1887.

Similarly as in the other states mentioned, a carefully prepared brief was filed by the Minnesota Commission setting forth the main objections submitted by the shippers of the state to the proposed classification, including only such items as were deemed of essential importance. It is gratifying to be able to state that practically all of the contentions presented by this Commission were confirmed by the decision of the federal commission.

Classification No. 51 with a few exceptions has already been adopted for use in Minnesota. In view of the fact that no serious dissatisfaction therewith has thus far been apparent it is a fair assumption that the disposition made of this important subject is satisfactory to most interests in the state that are involved therein.

#### WESTERN CLASSIFICATION NO. 52.

On March 13, 1913, the Commission received a copy of the docket containing a list of certain proposed changes in Western Classification No. 51, which were to be acted upon at a meeting to be held in St. Louis, beginning Tuesday, April 1, 1913, and to be embodied in Classification No. 52 when issued.

As this Commission had four articles on the docket for consideration, and as a check of the changes to be considered showed a number of cases wherein shippers in this state were interested, the Commission sent Mr. A. L. Flinn, its rate supervisor, to represent the state at the hearing.

The representative of this Commission was given an opportunity to state verbally what objections it entertained to the proposed amendments and outlined briefly the changes it recommended for substitution.

The following is a partial list of the articles on which changes were proposed in the new classification, which in the opinion of the Commission were unwarranted:

- Changes in rules 42 and 42-A,
- Disk harrows,
- Disk and drag bars combined,
- Binder hitches,
- Drill hitches,
- Plowing guide,
- Steering poles.
- Empty carriers returned,
- Egg cases,
- Fish frozen in sacks,
- Grease or tallow, in barrels with cloth tops,
- Caps, wooden porch columns,
- Boilers,
- Hides, green salted, tied with wire,
- Leads, printers',
- Marble dressed for building,
- Ratings conditioned on valuation.

In addition to verbal objection to any changes on the foregoing articles, the Commission filed written statements in detail as to the unreasonableness of the proposed rates, and, as a result, secured a modification of ratings in line with its judgment on all the articles except frozen fish and it is hoped that the old rating on this commodity will be retained in the entire western classification territory, as the Commission has already done within the state of Minnesota.

#### THE CLEARANCE LAW.

An important conference was held at the office of the Railroad and Warehouse Commission on Friday, November 28, 1913, beginning at ten o'clock A. M. At that hearing all of the railway companies were represented by their engineers.

This meeting was called to consider a plan of requiring all of the roads to adopt uniform methods in providing clearances for the different structures upon their lines. Under the provisions of the clearance law, chapter 307, General Laws 1913, the Commission is empowered to grant exemptions in the cases where it is impracticable for the railway company to comply with the law.

Numerous applications have been presented embracing a wide variety of questions and it is apparent to the Commission that uniformity is necessary. Just how far the Commission may go in ap-

proving any uniform plan that may in any wise impinge upon the provisions of the act, is an open question, but, however, much good is expected to result from the conference.

The clearance law was passed to protect the lives and limbs of employes upon railroads. This is the controlling factor of the law and any plan that is adopted by the roads must secure the protection of the men. This is also the main consideration that actuates the Commission in passing upon the applications that are presented.

A history of the cases which have been heard and formally disposed of by the Commission during the year covered by this report will be found on pages 165 to 177, inclusive.

#### COMPLAINTS AGAINST COMMISSION MERCHANTS.

A larger number of complaints than usual was received from country shippers during the past year, regarding unsatisfactory returns from commission merchants at the terminal points. These complaints were wholly confined to shipments of hay and farm produce, such as butter, eggs, poultry, etc. No defaults were reported in connection with grain consignments, this branch of the business showing an absolutely clean record.

The usual number of sharpers were on hand in the fall during the holiday season offering fancy prices to country shippers for poultry, eggs, etc., and by the medium of the mail, induced many country shippers to ignore the established, reliable firms and consign their produce to strangers, who subsequently departed with the proceeds. Repeated publicity and warning seems ineffective to effectually prevent repetitions of such experiences each year.

Similar conditions are shown in respect to hay shipments. Most of the receivers of hay at the terminal points are under license and bond and engaged exclusively in the handling of hay on consignment, charging a fixed commission therefor. If the consignor is dissatisfied, he has recourse to the bond filed for his protection.

There is a class of hay dealers, however, that is engaged in buying hay direct from the farmers. They send their agents to the farms, agree with the farmer as to price per ton to be paid and close the bargain on the basis of an outright sale, and agree to remit the amount due when the hay is received and terminal weight ascertained. In many instances, the seller has neither received nor asked for a receipt or memorandum to verify his claim in case of dispute. In some cases, the purchaser fails to pay. There being no bonds available as in the case of a consignment, the shipper's

only recourse is an action to recover judgment, an expensive proceeding, netting meager returns, if any, except the profit gained by the experience.

The Commission uses its best efforts to keep shippers constantly advised against these careless methods of doing business.

A list showing complaints against commission merchants received by this Commission during the past year, also the disposition of these cases, will be found on page 138.

#### CONSIGNMENTS OF GRAIN AND OTHER AGRICULTURAL PRODUCTS.

##### RULE ADOPTED REGULATING THE SALE OF SAME.

A hearing took place December 18, 1913, before the Railroad and Warehouse Commission pursuant to request from several members of the Minneapolis Chamber of Commerce, the Duluth Board of Trade and the Minneapolis Produce Exchange, with reference to the rules promulgated by the Commission on November 26, 1913, whereby licensed commission merchants engaged in receiving and selling consignments of grain and other agricultural products on commission were prohibited from buying any such consignments for themselves or selling them to any person, firm or corporation with whom or in which they had any interest. The rule in question is as follows:

"No person, firm or corporation, having been duly licensed by the Commission to receive and sell for account of the consignor, any grain, agricultural products or farm produce, shall, either with or without the consent of the consignor, buy such grain, agricultural products or farm produce which may be consigned to such licensee, nor sell the same to any person, firm or corporation with whom or in which such licensee has an interest.

"Violations of this rule shall be considered sufficient grounds for cancellation of the license."

Copies of the above rule were served upon the secretaries of the different exchanges at Minneapolis, St. Paul and Duluth and to all members thereof to whom the rule might apply, resulting in the repeal and discontinuance by such exchanges of any and all rules and practices then in force that might be inconsistent therewith, the new rules having been strictly observed up to the present time by those to whom they were applicable. It being found impracticable in some instances to apply the new rules, requests were made by a number of the dealers for an opportunity to be heard in order that proper relief could be obtained. The Commission on December 10th gave notice that such hearing would take place on Thursday, December 18, 1913, at its office at ten o'clock A. M., pursuant to which notice the following appearances were made:

**For the Grain Dealers:** Cargill Commission Company, Minneapolis, by D. F. Simpson, attorney, and T. E. Lindahl, manager; Osborne-McMillan Elevator Company and Northland Elevator Company, by F. J. Smith, secretary and manager; Minneapolis Chamber of Commerce, by John G. McHugh, secretary; Duluth Board of Trade, by Charles F. McDonald, secretary.

**For the Produce Dealers:** Gamble-Robinson Company, Minneapolis, by Geo. T. Freeman; S. G. Palmer Company, Minneapolis, by A. B. Loye; E. P. Stacy & Company, Minneapolis, by Chas. E. Metz; Dore-Redpath Company, St. Paul, by Jas. B. Redpath.

The representatives of the grain commission merchants who were present contended that, while the rule was practical and salutary in its application to consignments of grain as it arrives from country shippers and obviates any grounds for suspicion of unfair dealing, that it is an unnecessary obstruction to legitimate business in extending its application to the purchasers and subsequent owners of the property who are members of the boards of trade by depriving them of the right to dispose of the grain by reconsignment or sale to any other member of such board or in any market that might be deemed most advantageous. On receiving the testimony and arguments the hearing was closed with the understanding that the Commission would report its conclusions in the near future.

In the matter of the rule as it applied to commission merchants engaged exclusively in handling consignments of fruit and other perishable products, the representatives of this branch of the business who were present discussed with the Commission the difficulties they would labor under by the continued enforcement of the rule in question. It was set forth that the larger dealers of Minneapolis and St. Paul have branch houses at different outside points in this and adjoining states to which, in case of a congested market in the Twin Cities, they could ship the goods for sale and disposition, and that while this marketing privilege is desirable and necessary in the interests of the shipper, they are estopped from thus proceeding by reason of the rule in question as it stands. The matter was taken under advisement by the Commission and the hearing closed.

Pending the decision of the Commission on the question at issue, a request that it be given an opportunity to be heard was received from the Equity Co-operative Exchange, Minneapolis. The Commission assigned Wednesday, January 14, 1914, at two o'clock P. M., at its office in the State Capitol, for that purpose.

The hearing came on at the time appointed. In addition to the Commission, the appearances were as follows:

Hon. A. J. Edgerton, assistant attorney general; Mr. F. W. Eva, chief inspector of grain;.

The petitioners were represented as follows:

Geo. S. Loftus, manager Equity Co-operative Exchange; R. J. Muir, agent Equity Co-operative Exchange; O. O. Trovaten, agent Equity Co-operative Exchange; Elias Steenerson, Crookston, Minn.; Magnus Johnson, Tolley, N. D.; O. D. Anderson, Plankinton, S. D.; M. F. Sharpe, St. Paul; J. T. Belk, secretary South Dakota Farmers' Elevator Association.

The general trend of sentiment was in opposition to any change in the present rule governing sales of consignments. There was also some general discussion indulged in as to conditions existing at the terminal markets, after which the hearing was closed and the matter taken under advisement.

The evidence and arguments submitted at the hearings having been carefully considered by the Commission, its findings and conclusions were submitted on the 29th day of January, A. D. 1914, as herein set forth, to-wit:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

The application of the Cargill Commission Company, the Northwestern Fruit Jobbers' Association et al, for a modification of the rule promulgated by the Commission on November 26, 1913, wherein licensed grain and agricultural commission merchants in Minnesota are prohibited from buying for themselves any consignments made to them of grain or other agricultural products or farm produce, and from selling the same to any subsidiary company or corporation with whom such licensee may have an interest, having been under careful consideration, as also the facts and evidence submitted in connection therewith, the Commission finds that it would not, in its judgment, be conducive to the interests of the producers, shippers and dealers of the Northwest, to make any changes in said rule as requested.

The application for a modification of the rule is therefore denied.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., January 29, A. D. 1914.

**Protest by Pillsbury Flour Mills Company, Minneapolis et al,  
against refusal by Great Northern Railway Company to furnish  
cars for flour shipments.**

On September 27, 1913, a written complaint was received from the Pillsbury Flour Mills Company, of Minneapolis, Minnesota, setting forth that it had been notified by the Great Northern Railway Company of its intention to discontinue the handling of standard equipment upon the trestle which runs alongside the mills of the said flour mills company and immediately discontinue sending sixty thousand pound cars upon the trestle, whether empty or loaded; further, that such action by the railway company would work a serious hardship upon the said mill company's business, especially at this time of the year, when it is important to have every available car in use for the loading out of flour; that if the railway company persists in forbidding the setting of sixty thousand pound capacity cars on the trestle for loading it will work a great injury to all the mills located on the trestle referred to, which are as follows: The Washburn-Crosby Company's "A" and "B" mills, the Consolidated Milling Company's "C," "D" and "E" and the Pillsbury Company's "B" and "C" mills, being a total of seven mills, some of them of large capacity. The reason alleged by the railway company for its action is the dangerous condition of said trestle.

Petitioner seeks the good offices of the Commission and asks as a preliminary that they permit their official engineer to make an inspection of the said trestle and report his findings and as a result thereof to do what may be necessary to have this facility restored to its proper use.

The Commission authorized Mr. D. F. Jurgensen, its engineer, to make such inspection, his report being filed on October 8, 1913, as follows:

October 8, 1913.

Railroad and Warehouse Commission, Building.

Gentlemen. You ask to be advised re subject-matter in letter next attached from the Pillsbury Flour Mills Company, and dated September 26, 1913.

The iron trestle referred to in the mill company's letter is situate on the northerly side of First street, between Sixth and Eighth avenues south, in the city of Minneapolis, and is built over a part of the intake canal which feeds the water turbines of the flour mills which are situate on each side of First street south, and between the limits before mentioned.

This iron trestle was erected in 1885 and is built of Carnegie wrought iron plate and shapes. It is my judgment from computations based on information gathered, measurements, etc., that the trestle was designed to carry safely a car loading of about eighty thousand (80,000) pounds, or ten thousand (10,000) pounds per wheel.

It is noted from the mill company's letter that the railroad company permitted for a time, the loading of sixty thousand (60,000) pounds capacity cars with a fifty thousand (50,000) load. Sixty thousand (60,000) pound capacity cars weigh on an average about thirty-three thousand (33,000) pounds, to which add a load of fifty thousand (50,000) pounds, gives a total loading of eighty-three thousand (83,000) pounds, or ten thousand three hundred and seventy-five (10,375) pounds per wheel, which loading was safe enough so long as the metal remained intact, but the trestle is now more than twenty-eight years old, the metal has been affected more or less by action of the elements as well as by the dust from the mills which, when it comes in contact with atmospheric moisture, forms an acid which is extremely injurious to iron.

The useful life of structures such as the one in point with reasonable care and attention is ordinarily considered to be about forty years. This particular structure does not indicate that it has received the care and attention necessary to promote longevity, and the metal in my opinion, is not now as capable of resisting stresses due to extraneous loading as when it was new or in better condition.

The mill company's representatives advise that the railway company will permit no cars of a larger capacity than fifty thousand pounds to be placed on the trestle for loading at this time, and these must not be loaded with a load exceeding forty thousand pounds. Fifty thousand pound capacity cars weigh on an average about twenty-eight thousand pounds; add to this a load of forty thousand pounds, gives a total car loading of sixty-eight thousand pounds or eight thousand five hundred pounds per wheel, which is only fifteen hundred pounds or fifteen per cent per wheel less than the designed safe wheel loading of the structure, which, considering the circumstances surrounding this case is in my judgment not at all an unreasonable precautionary requirement; in fact, I would not recommend quite so heavy a loading under present conditions.

Respectfully submitted,

D. F. JURGENSEN,

Engineer.



On the reading and filing of same, notice was given to parties interested that a hearing would take place at the office of the Commission in St. Paul, Minnesota, on Monday, October 15, 1913, at ten o'clock in the forenoon, which came on pursuant to notice.

The Pillsbury Flour Mills Company was represented by Mr. J. C. Andrews, the Washburn-Crosby Flour Mills Company by Mr. P. Stadeen, and the Minneapolis Western Railway Company by M. L. Countryman, its attorney, P. L. Clarity, superintendent of terminals, Minneapolis, and J. H. Bohland, bridge engineer.

The hearing developed that the Minneapolis Mill Company was a necessary party to the proceedings but through inadvertence had not been notified of the hearing.

After the testimony had been heard, the Commission suggested that it was the duty of the railway company and the Minneapolis Mill Company to agree upon a plan for reconstruction of the present facilities so as to be able to handle modern equipment, with the further suggestion that if the parties could not agree, a formal hearing would be arranged to enable the Commission to prepare a proper order and fix terms upon which the work should be accomplished.

Pending further proceedings the railroad company indicated its willingness to permit the use of sixty thousand pound cars for the loading of flour, the actual weight of flour loaded not to exceed forty-five thousand pounds per car. The engineer for the railroad company admitted that it would, in his judgment, be safe to handle equipment upon the trestle with such loads. The mill companies agreed not to overload the cars but to abide by the understanding.

The hearing was thereupon adjourned, pending further notice of parties.

**Application by Great Northern Railway Company for relief from the provisions of chapter 148, General Laws 1913, as amended by chapter 448, General Laws 1913, in its application to its new passenger station at Minneapolis, Minn.**

This application was filed with the Commission July 11, 1913, accompanied by drawings showing:

First—Train shed and platform which it is proposed to build in connection with said station now under construction.

Second—Location of baggage trucking gallery, in relation to tracks serving the station; and,

Third—Clearance provided for Hennepin avenue viaduct, which it is necessary to rebuild in connection with the station improvements.

The train shed proposed is stated to be of the "Butterfly" type and of the usual construction provided for that type of shed.

It is set forth by the said railway company that it is not considered practicable to provide any more clearance for this type of shed because it would leave too much room for rain and snow to blow in on the platform. The plans were prepared in the latter part of 1912.

The trucking gallery proposed provides for the same clearance that is provided by the depot proper; plans were prepared and material ordered in December, 1912. The elevators which serve the trucking gallery were also ordered in December, 1912, and have been built to suit the height provided for in the plan.

The Hennepin avenue viaduct has to be rebuilt on the same level as at present in order to connect with existing streets at each end and also to be on the same level as the waiting room floor of the depot, which was built to suit present grade.

The steel work for the viaduct was built by the Minneapolis Steel & Machinery Company prior to April 23, 1913. In fact, the train shed, platform, trucking gallery and viaduct are really a part of the station work, which was begun in August, 1912.

The clearances above referred to do not comply with those prescribed by the recently enacted Minnesota clearance law.

Petitioners respectfully request consideration of the matter by the Commission and that they grant permission to the company to proceed with the structure as planned and to use the tracks affected by the clearance, after the structures shall have been erected.

Upon the filing of the petition herein referred to a written request was laid before the Commission, signed by the chief engineers of the railways hereinafter named, who ask for their respective companies the right to use the tracks of the Great Northern Railway Company under the same conditions as may be imposed on the said railway company. The companies subscribing to the said petition were as follows: The Northern Pacific Railway Company, the Chicago, St. Paul, Minneapolis & Omaha Railway Company, the Chicago, Burlington & Quincy Railway Company, and the Chicago Great Western Railroad Company.

The whole matter having been taken under careful consideration, the Commission made its findings and order with reference

to the application of the Great Northern Railway Company on the 19th day of August, 1913, as follows:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Great Northern Railway Company to be relieved from the provisions of chapter 148, as amended by chapter 448, of the General Laws of 1913, in the erection of its passenger station in the city of Minneapolis.

It appearing to the Commission that the Great Northern Railway Company had commenced the erection of a passenger depot in Minneapolis, and that a great portion of the work had been done prior to the passage of chapters 307 and 448 of the Laws of 1913, and that, therefore, such laws are not applicable to such structure.

It is hereby ordered that the Great Northern Railway Company be relieved from the provisions of said chapter, in the construction of its Minneapolis passenger depot.

By the Commission,  
A. C. CLAUSEN,  
Secretary.

(Seal.)

Dated at St. Paul, Minn., August 19, A. D. 1913.

Copies of said order were sent to the Great Northern the Northern Pacific, Chicago Great Western, Chicago, Burlington & Quincy and Chicago, St. Paul, Minneapolis & Omaha Railway Companies.

**Note:** With reference to the requests from the railway companies above referred to, wherein permission is sought to use the tracks of the Great Northern Railway after the structures under discussion have been erected, the Commission advised the several companies that in its opinion, the fact that the owning company of the Minneapolis Union Depot had been released from the provisions of chapters 307 and 448, General Laws 1913, is sufficient to allow the tenant lines to make use of the depot without any further permission from the Commission, it being the fact that said companies are tenants of the Great Northern Railway Company by virtue of a contract entered into between them; that there is nothing in the laws above referred to that could deprive them of any right of contract.

**REPORT OF THE ENGINEERING DEPARTMENT FOR THE  
YEAR ENDING DECEMBER 31, 1913.**

**D. F. JURGENSEN, OFFICIAL ENGINEER.  
VALUATION OF RAILROAD PROPERTIES.**

The continuation of the valuation of physical properties of the railways operating in Minnesota, from date of the initial appraisal, viz., June 30, 1906-07, provided for by chapter 147 of the General Laws of 1909, as amended by chapter 125 of the General Laws of 1913, is being vigorously prosecuted, and all physical changes in

such properties, under the Commission's jurisdiction, up to and including June 30, 1913, have been returned by the carriers to this office.

These reports when received are most carefully analyzed and compiled before verification, after which they are systematically tabulated in permanent record form. Space here will not permit of an exhaustive analysis of this important branch of the work of the engineering department and which constitutes a very material part of its activities; it will, therefore, perhaps, for the present suffice to say that this valuation is being perpetuated for forty-four (44) railroad properties in the state, as follows:

Chicago & North-Western Railway.  
Chicago, Burlington & Quincy Railroad.  
Chicago Great Western Railroad.  
    Wisconsin, Minnesota & Pacific Railroad.  
    Mason City & Fort Dodge Railroad.  
Chicago, Milwaukee & St. Paul Railway.  
    Duluth, St. Cloud, Glencoe & Manitoba Railway.  
Chicago, Rock Island & Pacific Railway.  
Chicago, St. Paul, Minneapolis & Omaha Railway.  
Duluth & Iron Range Railroad.  
Duluth & Northeastern Railroad.  
Duluth & Northern Minnesota Railway.  
Duluth, Missabe & Northern Railway.  
Duluth Union Depot & Transfer.  
Duluth, Winnipeg & Pacific Railway.  
    Duluth, Rainy Lake & Winnipeg Railway.  
Electric Short Line Railroad.  
Electric Short Line Railway.  
Great Northern Railway.  
    Minneapolis Union Railway.  
    Minneapolis Western Railway.  
Illinois Central Railroad.  
Mesaba Railway (Electric Trolley).  
Minneapolis & Northern Railway.  
Minneapolis & Rainy River Railway.  
Minneapolis & St. Louis Railroad.  
Minneapolis & Eastern Railway.  
Minneapolis, Red Lake & Manitoba Railway.  
Minneapolis, St. Paul & Sault Ste. Marie Railway.  
    Cuyuna Iron Range Railway.  
    Wisconsin Central Railway.  
Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company.  
Minnesota & International Railway.  
    Big Fork & International Falls Railway.  
    Big Fork & Northern Railway.  
Minnesota & Manitoba Railroad.  
Minnesota, Dakota & Western Railway.  
Minnesota Transfer Railway.  
Minneapolis & St. Paul Suburban Railway.  
Mississippi, Hill City & Western Railway.  
Northern Pacific Railway.  
    Cuyuna Northern Railway.  
St. Paul Bridge & Terminal Railway.  
St. Paul Union Depot.

## SPECIAL INVESTIGATIONS.

The following special investigations were made by this department at the direction of the Commission:

**Argyle, Marshall County**—In the matter of station facilities of Great Northern Railway, relating to order of the Commission Reported to Commission November 7 and 20, 1913.

**Chicago & North-Western Railway**—Inspection of main tracks between Kiester and Sanborn. Reported to Commission December 9, 1912.

**Chicago, St. Paul, Minneapolis & Omaha Railway**—Inspection of main tracks between Madelia and Fairmont and Lake Crystal and Elmore. Reported to Commission December 9, 1912.

**Duluth & Iron Range Railroad**—Engine runners on Duluth & Iron Range Railroad not observing fixed roadway signals. Reported to Commission June 26, 1913.

**Inver Grove, Dakota County**—Overhead highway bridge spanning tracks of Chicago, Rock Island & Pacific Railway, in section 27, township 27 north, range 22 west. Earth approaches in unsafe condition. Reported to Commission August 25, 1913.

**McIntosh, Polk County**—In the matter of proposed spur track to flour mill. Reported to Commission March 6, 1913.

**Mendelsohn Crossing, near Hopkins, Hennepin County**—Highway grade crossing over tracks of Minneapolis & St. Paul Suburban Railway. Complaint of nearby residents regarding protection. Reported to Commission July 1, 1913.

**Minneapolis Western Railway**—Re safe loading of iron trestle, situated on northerly side of First street, between Sixth and Eighth avenues south, Minneapolis, Hennepin county. Reported to Commission October 8, 1913.

**Minneapolis, Hennepin County**—Fourteenth avenue north interlocker. Crossing of Minneapolis, St. Paul & Sault Ste. Marie and Northern Pacific Railways. Near collision at this point. Reported to Commission June 10, 1913.

**Red Wing, Goodhue County**—Chicago Great Western Railroad. Regarding insufficient clearance of crossing bell apparatus. Reported to Commission December 17, 1913.

**St. Louis Park, Hennepin County**—Re dangerous highway grade crossing at Grand and Pleasant avenues, over tracks of Minneapolis & St. Louis and Chicago, Milwaukee & St. Paul Railways. Reported to Commission November 21, 1913.

**St. Paul, Ramsey County**—In the matter of insufficient clearance at new Robert street drawbridge of the Chicago Great Western Railroad. Reported to Commission October 21, 1913.

**St. Paul, Ramsey County**—In the matter of insufficient clearance of overhead structure at Lauer Bros.' industry, situated near Chestnut street and on Chicago, Milwaukee & St. Paul Railway. Reported to Commission November 5, 1913.

**South St. Paul, Dakota County**—In the matter of protection for highway grade crossing over Chicago Great Western Railroad tracks, at Grand avenue. Reported to Commission January 8, 1913.

#### MISCELLANEOUS.

**Interstate Commerce Commission**—Considerable assistance, involving much time and labor, was rendered the Interstate Commerce Commission in the matter of conduct of the valuation of physical properties of the railroads of the United States, and which work said commission is about to undertake, in compliance with the act of congress, approved March 1, 1913.

**Litigation**—As there is always more or less railroad litigation pending, consequential of the Commission's regulative activities, the engineering department, as usual, was required to expend time and labor in assisting the attorney general's office in preparing drawings, exhibits, testimony, etc.

**Other Departments of Commission**—Considerable time and labor was expended in preparing plans, details, specifications, blue prints, etc., for other branches of the Commission's activities, i. e., for the grain department, standard plans and specifications for track scales, scale house, etc.; for the department of weights and measures, numerous drawings and blue prints and for the general office, many maps, drawings and blue prints of various kinds.

**Thirty-eighth Session of Minnesota Legislature**—Considerable draughting and blue printing was done by this department for various committees of this legislature.

In addition to the above, many investigations were conducted concerning the safety of track and track structures, drainage, crossing and clearance complaints, which, because of their nature, required distinctive attention. Numerous hearings and conferences were also attended at the direction of the Commission.

#### BROKEN RAILS.

The study of railroad rails and rail structures has been continued. During the year ending October 31, 1913, there were 5,629

rails reported broken in the main tracks of the railways operating in Minnesota; 364 or 6.4 per cent of the breakages were attributable to defective metal; 5,265 or 93.6 per cent of the breakages were caused by service conditions.

In the months of December, January and February, 2,873 breakages occurred, of which 219 or 7.6 per cent were classed as being constituted of defective metal and 2,654 or 92.4 per cent were attributable to service conditions.

An average of all breakages indicates that 51 per cent of these breakages occurred during the era of extreme cold. Of the entire year's breakages, viz., 5,629 rails, only eight (8) or fourteen-hundredths of one per cent ( $14/100$ ths of 1 per cent) of the breakages caused derailments of trains, as is shown by table "A" following:

TABLE "A."  
Showing Rail Breakages Directly Responsible for Train Accidents in  
Minnesota for Year Ending October 31, 1913.

Date of Accident	Broken Rail			Trains Derailed			Casualties to Persons	
	Weight per Linear Yd.	Process of Manufacture	Section	Year Rolled	Years in Service	Class	Killed	Injured
11-19-12	56 lb.	Bessemer	ASCE	1882	31	Freight	Three freight cars and caboose.	None
12-29-12	68 lb.	"	G. N.	1891	21	Freight	Six freight cars.	None
1-12-13	75 lb.	"	G. N.	1898	15	Freight	Three coaches.	None
1-22-13	60 lb.	"	ASCE	1907	5½	Passenger	Smoker, day coach and two sleepers.	None
2-2-13	60 lb.	"	G. N.	1880	33	Freight	One freight car.	None
2-20-13	72 lb.	"	ASCE	1901	12	Freight	Twelve freight cars.	None
9-26-13	77½ lb.	"	G. N.	1898	13	Freight	Thirteen ore cars.	None
10-20-13	77½ lb.	"	G. N.	1898	15	Passenger	Sleeper and business car.	None

\*4 slightly; 2 severely.



TABLE "B."

Showing Rail Breakages in Minnesota During 1911, 1912 and 1913, Directly Responsible for Train Accidents.

For Year Ending, October 31st	No.	BROKEN RAILS				RESULTANT ACCIDENTS				
		Per Cent of total breakages for year	Years Rails Were in Service			Class of Trains Derailed			Casualties to Persons	
			Max.	Min.	Aver.	Pass.	Frt.	Total	Killed	Injured
1911	4	1/10 of 1%	29	3	22	1	3	4	None	None
1912	22	3/10 of 1%	33	2	14	10	12	22	None	18
1913	8	1/10 of 1%	33	5½	18	3	5	8	None	*6
Totals..	34					14	20	34		24

\* 4 slightly; \*2 severely.

It will be noted from Tables "A" and "B" just preceding that during the past three years, viz.: 1911, 1912 and 1913, there were thirty-four (34) rail breakages in Minnesota that were directly responsible for train accidents, resulting in twenty-four (24) injuries to persons; they were not, however, the instrumentality of a single fatality.

Table "C," next following, shows in comparative form the rail breakages that occurred in the main tracks of the railways operating in Minnesota during the years 1911, 1912 and 1913 from which it will be noted that of the 18,173 rails broken during the three years, 10,371 or 57 per cent were broken during the era of extreme cold; 19.4 per cent of the failures were attributed to defective metal and 80.6 per cent to service conditions.

By the term "defective metal" is meant rails proving themselves defective after having been subjected to service, and cover such defects as the examination indicates as segregation of constituents, unsoundness, brittleness, faulty rolling, including pipe, old seam, flow of metal, split head, crushed head, split web, broken base and other shortcomings, many of which defects it would be impossible to discover at the mill.

TABLE "C."

Showing Rail Breakages in Minnesota During 1911, 1912 and 1913.

For Year Ending October 31st	Breakages During			Per Cent of Breakages due to	
	Year	Dec., Jan. and Feb.		Defective Metal	Service Conditions
		Number	Per Cent of Total		
1911 .....	4,812	2,772	57.3	45.0	55.0
1912 .....	7,732	4,726	61.1	13.0	87.0
1913 .....	5,629	2,873	51.0	6.4	93.6
Totals.....	18,173	10,371	57.0	19.4	80.6

## UNIFORM INTERLOCKING RULES.

The matter of the establishment of a uniform system of rules governing the construction, maintenance and operation of interlocking plants, which has been receiving the earnest attention of a conference consisting of representatives from the engineering staffs of the railroad commissions of Wisconsin, Illinois, Indiana and Minnesota, laboring co-operatively with the signal engineers of the principal railways of the United States during the past three years, was completed at a meeting held October 3, 1913, in Madison, Wis., and these rules, as finally recommended by this conference, have already been adopted and placed in effect by the four above named states.

These rules are now being considered by the commissions of others of the Mississippi valley states, with a view toward their adoption, and it is very likely that, in the near future, they will be generally accepted.

## INTERLOCKING PLANTS.

During the year covered by this report, new interlocking plants and changes in existing plants were inspected by the engineering department and approved by the Commission, as follows:

**At Dodge Center, Dodge County**—Crossing of Chicago Great Western and Chicago & North-Western Railways. Rearranged plant. License issued November 4, 1913.

**At Duluth, St. Louis County (Grassy Point)**—Northern Pacific Railway. For protection of train movements over St. Louis River drawbridge. New plant. License issued August 13, 1913.

**At Lakeville, Dakota County**—Crossing of Chicago, Milwaukee & St. Paul and Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Railways. New plant. License issued December 2, 1913.

**At St. Paul, Ramsey County**—Chicago Great Western Railroad. Purposing protection for train movements over Robert street drawbridge and junction of double tracks at Fillmore avenue. New plants. License issued August 14, 1913.

## INTERLOCKING PLANTS UNDER CONSTRUCTION DECEMBER 31, 1913.

**At Duluth, St. Louis County**—Jenswold street. Crossing of Wisconsin Central and Northern Pacific Railways. Subject to Commission's approval. New plant.

**At Duluth, St. Louis County**—Forty-fourth avenue west. Junction of Northern Pacific and Duluth, Winnipeg & Pacific Railways. Plans approved August 12th, 1913. New plant.

**At Hinckley, Pine County**—Crossing of Northern Pacific and Great Northern Railways. Rearranged on account of Northern Pacific Railway installing automatic signals. Preliminary plans approved, September 15, 1913.

**At Keyes (Winona), Winona County**—Crossing of Chicago Great Western and Chicago, Milwaukee & St. Paul Railways. Rearranged on account of Chicago, Milwaukee & St. Paul Railway installing automatic signals. Subject to Commission's approval.

**At Manitoba Junction, Clay County**—Junction of Northern Pacific Railway lines. Rearrangement of interlocking. Plans approved September 15, 1913.

**At Minneapolis, Hennepin County**—Fifteenth avenue southeast. Great Northern Railway yard junction. Removal of double slips. Plans approved April 10, 1913.

**At Moorhead, Clay County**—Crossing of Great Northern and Northern Pacific Railways. Rearrangement of interlocking on Great Northern Railway. Plans approved May 2, 1913.

**At Norwood, Carver County**—Crossing of Minneapolis & St. Louis and Chicago, Milwaukee & St. Paul Railways. Rearrangement of plant. Plans approved September 25, 1913.

**At River Junction, Houston County**—Junction of Chicago, Milwaukee & St. Paul Railway lines. Rearrangement of plant, account of installation of automatic signals. Subject to Commission's approval.

**At Rose, Ramsey County**—Crossing of Minnesota Transfer (Belt Line) and Northern Pacific Railways. Rearrangement of plant. Plans approved July 21, 1913.

**At St. Cloud (East), Benton County**—Crossing and junction of Northern Pacific and Great Northern Railways. Rearrangement of plant. Plans approved October 21, 1913.

**At St. Paul (St. Anthony Park), Ramsey County**—Junction of Lines "A" and "B" of Northern Pacific Railway. Installation of electric control for new yard track lead switch. Plans approved July 1, 1913.

**At Sauk Center, Stearns County**—Crossing of Great Northern and Northern Pacific Railways. Rearrangement of plant. Plans approved August 18, 1913.

**At State Line, Carlton County**—Crossing of Great Northern and Northern Pacific Railways. Rearrangement of plant on Northern Pacific Railway. Plans approved July 22, 1913.

**At Wayzata, Hennepin County**—Junction of Great Northern Railway lines. Rearrangement of plant. Plans approved September 3, 1913.

**At Winona Shops (St. Peter Junction), Winona County**—Crossing of Chicago & North-Western and Chicago, Milwaukee & St. Paul Railways. Rearrangement of plant. Subject to Commission's approval.

#### INTERLOCKING PLANTS CONDEMNED DURING 1913.

**At St. James, Watonwan County**—Crossing of Chicago, St. Paul, Minneapolis & Omaha and Minneapolis & St. Louis Railways. Order issued September 20, 1913. This plant was restored to conditional service December 9, 1913.

#### INTERLOCKING PLANTS ABANDONED DURING 1913.

**At Admiral, St. Louis County**—Crossing of Duluth, Missabe & Northern and Mesaba Southern Railways. Mesaba Southern Railway abandoned its tracks and razed interlocker.

**At Duluth, St. Louis County**—Ore dock approach, Thirty-third avenue west. Junction of Duluth, Missabe & Northern Railway tracks. Plant removed August 9, 1913.

#### HIGHWAY CROSSING ALARM BELLS.

Plans for the installation of highway crossing alarm bells were submitted and inspected as follows:

**At St. Paul, Ramsey County**—Hazel Park, White Bear avenue. Crossing of Chicago, St. Paul, Minneapolis & Omaha Railway. Change in east-bound ringing circuit. Inspected by engineering department. Plans returned unapproved September 6, 1913.

#### AUTOMATIC BLOCK SIGNALS.

During the year covered by this report new automatic block signal system installations were inspected by the engineering department and approved by the Commission as follows:

**Chicago Great Western Railroad**—Between Randolph, Dakota county, and Dodge Center, Dodge county. Purposing protection for 39.5 miles of single main track roadway; involving in all thirty-five (35) signal locations. License issued November 5, 1913.

**Chicago, Milwaukee & St. Paul Railway**—Between Hennepin avenue, Minneapolis, and Hopkins, Hennepin county. Purposing protection for six (6) miles of double main track roadway; involving in all eleven (11) signal locations. License issued August 25, 1913.

**Chicago, Milwaukee & St. Paul Railway**—Between University avenue southeast and Short Line bridge, Minneapolis, Hennepin county. Switching line. Purposing protection for nine-tenths (0.9) miles of single track roadway; involving in all three (3) signal locations. License issued March 15, 1913.

**Chicago, St. Paul, Minneapolis & Omaha Railway**—Between Forest street, St. Paul, Ramsey county, and easterly state line at Hudson, Wis. Purposing protection for 16.4 miles of double main track roadway; involving in all twenty-eight (28) signal locations. License issued March 15, 1913.

**Great Northern Railway**—Between Brookston and Swan River, in Itasca, Aitkin and St. Louis counties. Purposing protection for 34.15 miles of double main track roadway; involving in all forty-five (45) signal locations. License issued July 18, 1913.

**Northern Pacific Railway**—Between St. Cloud, Stearns county, and Rices, Benton county. Purposing protection for 14.75 miles of double main track roadway and  $1\frac{3}{4}$  miles of single main track roadway; involving in all nineteen (19) signal locations. License issued September 2, 1913.

Table "D" immediately following, shows the automatic block signal systems in the process of installation on the railways of Minnesota, December 31, 1913.

TABLE "D."  
Automatic Block Signal Systems in Process of Installation in Minnesota  
December 31, 1913.

Name of Railway	Miles of Road- way Protected		Location		Number of Signal Loca- tions	Kind	Prelim- inary Plans Ap- proved	Remarks
	Single Track	Double Track	From	To				
C. M. & St. P. Ry.		108.00	Hastings	River Junction	122	3-pos. up. qua. senap.	11-15-12	
C. M. & St. P. Ry.		53.35	Hopkins	Brownston	61	3- "	3-27-13	
C. St. P. M. & O. Ry.		1.00	Hudson	Drawbridge	1	3- "	8-25-13	Gauntlet track.
Great Northern		16.40	Clearwater Jct., Mpls.	Long Lake	27	3- "	9-3-13	
Nor. Pac. Ry.	133.50		Bald Eagle	West Duluth	220	3- "	4-8-13	Old St. P. & Dul.
Nor. Pac. Ry.	8.80		Carlton	State Line	15	3- "	4-8-13	
Nor. Pac. Ry.		8.00	Claymont Yd. E. St. P.	White Bear	13	3- "	4-8-13	Old St. P. & Dul.
Totals.....	142.30	186.75			459			

### CAB SIGNAL SYSTEM.

The Mesaba Railway( electric trolley interurban), situated on the Mesaba Iron Range, and extending from Gilbert to Hibbing, in St. Louis county, is installing the "Simmen System," this being a cab signal device, consisting of a signal placed immediately in front of the motor driver in the cab of the car, and which signal is operated by electric current actuated through a contact shoe fixed upon the arch bar of the car. When this shoe comes in contact with the ramps, which are placed outside of the track rail at all switches and other meeting points, the relays on the car are presumed to be affected so as to convey either a proceed or stop signal indication, depending on conditions, to the motor driver. The system also presumes to convey, automatically, to the dispatcher definite and correct information as to the exact location and progress of every car in operation on the line.

As this method of signaling constitutes a rather wide departure from signal systems now in vogue on American railways, the preliminary plans for this particular installation were approved contingent upon and subject to final acceptance of the Commission, and it is with this understanding that the carrier is completing this installation.

### AUTHORIZED INTERLOCKING PLANTS RECEIVING EXPERT INSPECTION.

The engineering department, by direction of the Commission, during the past year has instituted a systematic method of inspection whereby authorized interlocking plants, and other safety devices of like character are periodically subjected to expert inspection.

The end sought to be attained thereby being to require the carriers at all times to maintain these devices calculated to promote safer train operation, to their highest state of efficiency and thus secure for both the public and the carriers alike, the maximum safety in so far as such measures are useful in promoting safer train operation.

The following interlocking plants have been subjected to such inspection, and all the deficiencies disclosed by the examinations and recommended for correction to the carriers, have either been remedied or are now in the process of correction:

**At Albert Lea, Freeborn County**—Crossing of Chicago, Rock Island & Pacific and Chicago, Milwaukee & St. Paul Railways. In-

spected November 12, 1913. General overhauling needed. Electric locking and annunciators recommended be added to plant.

**At Austin, Mower County**—Crossing of Chicago, Great Western and Chicago, Milwaukee & St. Paul Railways. Inspected November 14, 1913. Badly in need of repairs.

**At Bricelyn, Faribault County**—Crossing of Chicago & Northwestern and Chicago, Rock Island & Pacific Railways. Inspected November 13, 1913. Needs adjusting.

**At Butterfield, Watonwan County**—Crossing of Chicago, St. Paul, Minneapolis & Omaha and Chicago & Northwestern Railways. Inspected September 11, 1913. Rearrangement of electric lock circuit and repairs necessary.

**At Carlton, Carlton County**—Crossing of Northern Pacific and Great Northern Railways. Inspected October 22, 1913. Badly in need of repairs; should be rebuilt.

**At Caroline, Le Sueur County**—Crossing of Chicago, St. Paul, Minneapolis & Omaha, Chicago & North-Western and Chicago, Milwaukee & St. Paul Railways. Inspected September 9, 1913. General overhauling necessary.

**At Coleraine Junction, St. Louis County**—Junction of Duluth, Missabe & Northern Railway main tracks. Inspected August 7, 1913. Seals to be placed on electric locks, and other repairs recommended.

**At Duluth, St. Louis County**—Mesabe Junction, Twenty-seventh avenue west. Junction of Northern Pacific and Duluth, Missabe & Northern Railways. Inspected August 6, 1913. Changes and repairs recommended.

**At Duluth, St. Louis County**—Minnesota drawbridge. Northern Pacific Railway. For protection of train movements over drawbridge in St. Louis Bay. Inspected August 7, 1913. Needs general overhauling.

**At Empire, Dakota County**—Crossing of Chicago Great Western and Chicago, Milwaukee & St. Paul Railways. Inspected October 10, 1913. Plant damaged by derailment October 8, 1913. Needs repairs.

**At Faribault, Rice County**—Crossing of Chicago, Rock Island & Pacific and Chicago & North-Western Railways. Inspected November 13, 1913. Minor repairs and annunciators recommended.

**At Hopkins, Hennepin County**—Two and eight-tenths (2.8) miles west from. Crossing of Minneapolis & St. Louis and Chicago, Milwaukee & St. Paul Railways. Inspected November 21, 1913. General repairs necessary.



**At Knife River, St. Louis County**—Crossing of Duluth & Iron Range and Duluth & Northern Minnesota Railways. Inspected October 21, 1913. Plant damaged by derailment September 3, 1913. Needs repairs.

**At Mankato, Blue Earth County**—Plum street. Crossing of Chicago Great Western, Chicago, St. Paul, Minneapolis & Omaha, Chicago & North-Western and Chicago, Milwaukee & St. Paul Railways. Inspected September 8, 1913. General overhauling and minor changes necessary.

**At Minneapolis, Hennepin County**—Boom Island. Junction of Chicago Great Western and Great Northern Railways. Inspected October 2, 1913. General repairs and changes necessary.

**At Minneapolis, Hennepin County**—Fifteenth avenue southeast. Yard junction of Great Northern Railway. Inspected October 2, 1913. General repairs necessary.

**At Minneapolis, Hennepin County**—Fourteenth avenue north. Junction of Minneapolis, St. Paul, Sault St. Marie and Northern Pacific Railways. Inspected June 7, 1913. General repairs and changes necessary.

**At Minneapolis, Hennepin County**—Twenty-second avenue southeast between University avenue and Fourth street southeast. Crossing of Northern Pacific and Chicago, Milwaukee & St. Paul Railways. Inspected October 13, 1913. General repairs necessary.

**At Ranshaw, St. Louis County**—Crossing of Duluth, Winnipeg & Pacific and Duluth, Missabe & Northern Railways. Inspected September 18, 1913. Slight repairs necessary.

**At St. Paul, Ramsey County**—Oakland station. Junction of Chicago, Burlington & Quincy and Chicago, Milwaukee & St. Paul Railways. Inspected August 22, 1913. Slight changes and minor repairs necessary.

**At St. Paul, Ramsey County**—Division street. Crossing of Chicago, Burlington & Quincy and Chicago, Milwaukee & St. Paul Railways. Inspected July 31, 1913. Repairs and changes necessary.

**At Saginaw, St. Louis County**—Crossing of Duluth & Northeastern and Duluth, Missabe & Northern Railways. Inspected August 9, 1913. Changes and repairs necessary.

**At Shelton, St. Louis County**—M. P. 71. Crossing of Duluth, Winnipeg & Pacific and Duluth, Missabe & Northern Railways. Inspected September 18, 1913. Repairs necessary.

**At Taopi, Mower County**—Crossing of Chicago Great Western and Chicago, Milwaukee & St. Paul Railways. Inspected November 14, 1913. Repairs necessary.

**At Virginia, St. Louis County**—M. P. 74. Crossing of Duluth. Winnipeg & Pacific and Great Northern Railways. Inspected May 21, 1913. Defective; repairs necessary.

#### RAILROAD CROSSING GATE DEVICES.

**At Sheep Pens, Blue Earth County**—East of Mankato. Crossing of Chicago Great Western and Chicago, St. Paul, Minneapolis & Omaha Railways. Inspected September 9, 1913. General repairs necessary.

There are now ninety-nine (99) interlocking plants in operation in Minnesota, ninety-one (91) of which are manually operated mechanical plants, having a machine capacity of 2,154 levers, with 1,832 working levers. Eight (8) of these plants are manually controlled and electrically operated, having a machine capacity of 302 levers with 212 working levers as follows:

#### Interlocking Plants in Operation in Minnesota December 31, 1913.

Location or Designation	Kind	Levers		Participating Railways.	Date of License
		Frame	Working		
Albert Lea.....	Mech.	28	21	C. M. & St. P.-C. R. I. & P....	9-20-01
Austin.....	Mech.	16	11	C. G. W.-C. M. & St. P....	7-10-01
Bald Eagle.....	Mech.	16	14	N. P.-M. St. P. & S. Ste. M....	3-13-11
Bemidji.....	Mech.	24	24	G. N.-M. & I.-M. St. P. & S. Ste. M....	8-9-11
Breckenridge.....	Mech.	24	20	N. P.-G. N....	12-14-06
Bricelyn.....	Mech.	12	10	C. & N. W.-C. R. I. & P....	12-10-00
Huson (Bridge No. 6).....	Mech.	8	8	G. N. only....	7-12-05
Brookston.....	Mech.	24	19	G. N. only....	8-16-11
Butterfield.....	Mech.	16	14	C. St. P. M. & O.-C. & N. W....	4-11-12
Carlton.....	Mech.	56	56	G. N.-N. P....	7-3-05
Carman (Crookston).....	Mech.	24	20	G. N.-N. P....	2-25-10
Caroline.....	Mech.	28	26	C. St. P. M. & O., C. & N. W.-C. M. & St. P....	4-16-03
Coleraine Jct.....	Mech.	20	20	D. M. & N. only....	6-10-12
Coon Creek.....	Mech.	32	20	G. N.-N. P....	11-28-11
Crystal.....	Mech.	20	17	G. N.-M. St. P. & S. Ste. M....	12-26-06
Detroit.....	Mech.	24	19	G. N.-M. St. P. & S. Ste. M....	11-29-11
Deephaven.....	Mech.	12	10	M. & St. L.-M. & St. P. Sub. Ry....	8-11-92
Dodge Center.....	Mech.	24	20	C. G. W.-C. & N. W....	11-4-13
Dugdale.....	Mech.	12	12	N. P.-G. N....	6-30-00
Duluth—					
Grassy Point.....	Elec.	12	5	N. P.-Draw Bridge.....	8-13-13
27th Ave. W.....	Mech.	24	19	N. P.-D. M. & N....	1-8-09
St. Louis Bay.....	Elec.	20	13	N. P.-Draw Bridge.....	12-29-08
Elbow Lake.....	Mech.	16	13	G. N.-M. St. P. & S. Ste. M....	2-13-08
Elk River.....	Mech.	24	15	G. N.-N. P....	11-28-11
Emmert.....	Mech.	20	19	G. N.-D. M. & N....	11-1-05
Empire.....	Mech.	12	11	C. G. W.-C. M. & St. P....	11-15-12
Erskine.....	Mech.	20	20	G. N.-M. St. P. & S. Ste. M....	11-4-04
Fairmont.....	Mech.	20	19	C. M. & St. P.-C. & N. W.-C. St. P. M. & O....	2-22-11
Faribault.....	Mech.	16	12	C. R. I. & P.-C. G. W....	5-22-03
Fergus Falls.....	Mech.	28	28	N. P.-G. N....	12-30-02
Glyndon.....	Mech.	20	19	G. N.-N. P....	11-28-11
Granite Falls.....	Mech.	28	18	G. N.-C. M. & St. P....	8-24-11
Gratwick.....	Mech.	16	12	D. M. & N.-G. N....	10-14-05
Hinckley.....	Mech.	24	21	N. P.-G. N....	5-25-07

Location or Designation	Kind	Levers		Participating Railways	Date of License
		Frame	Working		
Hastings.....	Mech.	4	4	C. M. & St. P. Draw Bridge...	
Hopkins.....	Mech.	24	13	C. M. & St. P.-M. & St. L.	2-17-11
Keenan.....	Mech.	20	17	D. M. & N. only	7-25-12
Keyes.....	Mech.	18	17	C. G. W.-C. M. & St. P.	2-21-12
Knife River.....	Mech.	20	16	D. & I. R.-D. & N. Minn.	8-23-09
Lakeville.....	Mech.	24	18	C. M. & St. P.-M. St. P. R. & D. E. T. Co.	12- 2-12
Luverne.....	Mech.	16	16	C. St. P. M. & O.-C. R. I. & P.	2-13-01
Manitoba Jct.....	Mech.	24	23	N. P. only	8-22-10
Mankato Plum St.....	Mech.	56	45	C. St. P. M. & O.-C. & N. W.-C. M. & St. P.-C. G. W.	2- 5-03
Manley.....	Mech.	16	14	C. St. P. M. & O.-G. N.	4-12-12
Minneapolis—					
Boom Island.....	Mech.	28	27	G. N.-C. G. W.	4- 9-03
15th Ave. SE.....	Mech.	36	25	G. N. only	1-14-08
14th Ave. N.....	Mech.	24	24	M. St. P. & S. Ste. M.-N. P.	8- 5-10
Short Line Bridge.....	Mech.	24	20	C. M. & St. P. only	9-25-11
University Ave. SE.....	Mech.	28	26	C. M. & St. P.-N. P.	10- 6-10
Monterey.....	Mech.	12	10	M. & St. L.-C. & N. W.	6- 1-00
Montgomery.....	Mech.	24	19	M. & St. L.-C. M. & St. P.	11- 5-02
Moorhead.....	Mech.	41	40	G. N.-N. P.	12- 9-13
Newport.....	Mech.	56	49	C. M. & St. P.-C. B. & Q.-C. R. I. & P.	2-10-04
Norwood.....	Mech.	54	52	C. M. & St. P.-M. & St. L.	2-20-11
Paynesville.....	Mech.	16	15	G. N.-M. St. P. & S. Ste. M.	3-25-01
Point Douglas.....	Mech.	9	9	C. B. & Q. only	7-24-08
Ramshaw.....	Mech.	12	12	D. W. & P.-D. M. & N.	4-17-12
Riley.....	Mech.	24	13	G. N.-D. M. & N.	4-22-12
River Junction.....	Mech.	16	10	C. M. & St. P. only	8-13-12
Rochester.....	Mech.	20	12	C. & N. W.-C. G. W.	4-24-03
Rose.....	Mech.	12	12	N. P.-Minn. Trans. (Belt Line)	4-22-07
St. Charles.....	Mech.	16	12	C. G. W.-C. & N. W.	12- 4-91
St. Cloud (East).....	Elec.	54	37	G. N.-N. P.	7-30-12
St. Croix Jct.....	Mech.	32	28	C. M. & St. P.-C. B. & Q.	3- 1-04
St. James.....	Mech.	12	10	C. St. P. M. & O.-M. & St. L.	12- 9-13
St. Paul—					
St. Anthony Park.....	Mech.	36	36	N. P. Jct. of lines "A" and "B."	1-21-11
Park Junction.....	Mech.	20	19	N. P. Line "B" and Minn. Trans.	1-21-11
Forest Street.....	Mech.	12	10	N. P. Main trk. and industry	
Robert Street.....	Mech.	8	8	trk.-C. St. P. M. & O.	1-11-12
Fillmore Avenue.....	Mech.	12	6	C. G. W. Lift Bridge	8-14-13
Como Ave. & Mackubin Street.....				C. G. W. only	8-14-13
Mississippi St.....	Elec.	40	31	G. N. only	7-20-12
7th Street.....	Elec.	40	37	N. P. Jct. of Pass. and Frt. trks.	6-11-09
Oakland Station.....	Mech.	32	28	G. N. only	7-22-12
Division St.....	Mech.	52	45	C. B. & Q.-C. M. & St. P.	7- 5-10
St. Anthony Park Viad.....	Mech.	48	43	C. B. & Q.-C. M. & St. P.	4-25-10
Mississippi St.....	Elec.	40	28	G. N.-Minn. Trans. Ry.	12-14-05
Westminster St.....	Elec.	40	28	G. N. only	7-22-12
Hoffman St.....	Mech.	48	45	G. N. only	7-20-12
Saginaw.....	Mech.	24	19	C. B. & Q.-C. M. & St. P.	11-27-09
Sauk Centre.....	Mech.	36	33	D. M. & N.-D. & N. E.	7- 3-12
Schley.....	Mech.	16	9	N. P.-G. N.	7- 9-03
Shelton (M. P. 71).....	Mech.	16	12	G. N.-M. St. P. & S. Ste. M.	7-12-11
Sherburne.....	Mech.	20	17	D. W. & P.-D. M. & N.	4-17-12
Sherwood.....	Mech.	24	21	C. M. & St. P.-M. & St. L.	1-17-01
Staples.....	Mech.	32	28	D. M. & N. only	8-30-12
State Line.....	Mech.	28	24	N. P. only	
Swan River.....	Mech.	16	16	G. N.-N. P.	8-24-11
Taft.....	Mech.	12	11	G. N. only	8-15-11
Taopi.....	Mech.	24	21	D. W. & P.-D. & N. E.	8-30-12
Tintah.....	Mech.	20	12	C. G. W.-C. M. & St. P.	11-28-02
Virginia (Crescent Ave.).....	Mech.	56	45	M. St. P. & S. Ste. M.-G. N.	2- 1-05
Virginia (M. P. 74).....	Mech.	16	12	D. W. & P.-G. N.	12- 9-13
Wadena.....	Mech.	28	22	D. W. & P.-G. N.	5-25-12
Warren.....	Mech.	16	12	N. P.-G. N.	11-28-11
Warroad.....	Mech.	16	15	M. St. P. & S. Ste. M.-G. N.	12-13-05
Waterville.....	Mech.	20	16	G. N.-C. N. (Minn. & Man.R.R.)	2-24-09
Waysata.....	Mech.	16	14	M. & St. L.-C. G. W.	1-19-01
Winona Shops (St. Peter Jct.).....	Mech.	44	38	G. N. only	5-25-12
				C. & N. W.-C. M. & St. P.	3-15-11

## RAILROAD CROSSING GATE DEVICES.

There are still eight of the old fashion, now obsolete, railroad crossing gate devices in operation in Minnesota. These are tabulated in table "E" following:

TABLE "E."  
 Railroad Crossing Gate Devices in Operation in Minnesota December 31, 1913

Location or Designation	General Description of Device	Participating Railways	Date of License
Benning	Double R. R. crossing gate	C. St. P. M. & O.-C. G. W.	11-23-1892
Bismark	Double R. R. crossing gate	Dul. & Iron R.-D. M. & N.	12-8-1911
Eveleth (West Adams Branch)	Double R. R. crossing gate	Dul. & Iron Range-D. M. & N.	12-8-1911
Farrington	Double R. R. crossing gate	C. M. & St. P.-M. St. P. R. & D. E. T. Co.	12-8-1911
Hibbing	Double R. R. crossing gate	D. M. & N.-Winton Deer Co.'s stripping track	11-15-1911
North St. Paul	Single R. R. crossing gate	Wis. Cent.-Mpls. & St. P. Sub. Ry.	8-1894
Sheep Pens (Mankato)	Double R. R. crossing gate	C. St. P. M. & O.-C. & N. W.	8-5-1911
Two Harbors	Double R. R. crossing gate	Duluth & Iron Range R. R. only	

**AUTOMATIC BLOCK SIGNAL SYSTEMS.**

There are 305.55 miles double main track roadway and 113.56 miles of single main track roadway equipped with automatic block signal system in Minnesota. These installations are tabulated in table "F" following:

**Automatic Block Signal Systems in Operation in Minnesota December 31, 1913.**

Name of Railway	Miles of Roadway Protected		Location		Number of Signal Locations	Kind	Date of License	Placed in Service	Remarks
	Single Track	Double Track	From	To					
C. B. & Q. R. R.	11.80	W. Bd. Main	Newport	St. Croix Jet.	12	Semaph.	1-11-12	Oct. —, 1910	W. Bd. main trk only
C. G. W. R. R.	27.36	4.77	St. Paul	Randolph	46	"	11-5-13	Jan. 11, 1912	
C. M. & St. P. Ry.	38.50		Randolph	Dodge Center	35	"		Nov. 6, 1913	
C. M. & St. P. Ry.	10.50	E. Bd. Main	Newport	St. Croix Jet.	8	"	3-15-13	Oct. —, 1913	E. Bd. main trk only
C. M. & St. P. Ry.	.90	6.00	Univ. Ave. SE, Mpls	Short Line Bridge	3	"	8-23-13	Mar. 15, 1913	Switching line
C. M. & St. P. Ry.		7.50	Henn. Ave., Mpls	Hopkins, Minn.	1	"		Aug. 25, 1913	
C. M. & St. P. Ry.			Chestnut St., St. Paul	So. Minneapolis	23	"		Oct. —, 1913	
C. St. P. M. & O.	2.50		E. end Mankato Yd.		10	Disc.		Jan. —, 1913	
C. St. P. M. & O.		16.40	St. Paul	E. state line	25	Semaph.	3-5-13	Mar. 5, 1913	W. Bd. main trk only
Dul. & I. Range	14.75	W. Bd. Main	Two Harbors, MP 26	Higland	7	"		Sept. —, 1910	
Dul. & I. Range		2.50	M. P. Harbors, MP 26	M. P. 51½ (Brimson)	2	"		Sept. —, 1910	
Dul. & I. Range	.50		Duluth Tunnel		2	"		Nov. —, 1910	
Gr. Nor. Ry.		2.78	Superior Ave., Mpls	Cedar Lake Yd., Mpls	46	"	7-10-12	July 10, 1912	
Gr. Nor. Ry.	4.00	32.25	E. ly state line	Brooklyn	42	"		Oct. —, 1907	
Gr. Nor. Ry.		34.15	Brooklyn	Swan River	37	"	7-18-13	July 18, 1913	Passenger tracks only
Gr. Nor. Ry.		9.70	St. Paul	Minneapolis	33	"		April —, 1901	Line "A"
Gr. Nor. Ry.		8.80	St. Paul	Univ. Ave. SE, Mpls	9	"		Jan. —, 1910	
Nor. Pac. Ry.		3.00	E. 3rd St., St. Paul	Chambers Yd., St. P.	68	"		Nov. —, 1910	
Nor. Pac. Ry.		60.95	North'n, Mpls.	E. St. Cloud	19	"	9-2-13	Sept. 2, 1913	
Nor. Pac. Ry.	1.75	14.75	E. St. Cloud	Rice	10	"		Feb. —, 1911	
Nor. Pac. Ry.		102.00	Staples	Barnes Spur	130	"			
Totals	113.56	305.55			588				

# ANNUAL REPORT COVERING THE WORK OF THE WEIGHTS AND MEASURES DEPARTMENT FOR THE YEAR ENDING DECEMBER 31, 1913.

St. Paul, Minn., January 2, 1914.

To the Railroad and Warehouse Commission, St. Paul, Minn.

Gentlemen: I hereby respectfully submit to your honorable board the third annual report of the Department of Weights and Measures, covering the year ending December 31, 1913, said department being under your supervision as provided by chapter 156, General Laws of 1911.

The constitutionality of this law has on two occasions been sustained by the supreme court of the state.

It may not be a matter of common knowledge, but investigation reveals the fact, that since the enactment of chapter 156, General Laws of 1911 providing for the establishment of the State Weights and Measures Department, at least fifteen states in the Union have practically copied after chapter 156, especially section five thereof relating to the powers of the department, and section seven where knowledge or intent of giving false weight or measure are not essential elements of the evidence necessary to convict the wrongdoer.

However, in one striking particular the great majority of the various states referred to differs from Minnesota. The fee system under which we work is unknown to them. One of the greatest handicaps that the Minnesota department works under is the fact that so many thousands of merchants and dealers in the state honestly feel that the fee system is an odious tax imposed upon a few in every community for the benefit of all.

I appreciate that your commission has done everything possible to have the fee system abolished in this department, on the theory that since weights and measures supervision is for the benefit of every individual in the state, the cost of such supervision should be borne by all. A two and one-half cents per capita tax would support a comprehensive and efficient department of weights and measures, and with this in mind it must be admitted that the great benefit accruing to every individual in the state from adequate weights and measures supervision would certainly be worth a little more than the value of a two-cent postage stamp each.

For the period covered by this report, the figures relating to the mechanical part of the work may be tabulated as follows:

	Correct.	Adjusted.	Rejected for Repairs.	Con- demned.	Total No. Inspected.
Scales .....	31,847	3,589	1,353	522	37,311
Percentages .....	85.36	09.61	03.63	01.40	
Weights .....	71,073	8,860	119	771	80,823
Percentages .....	87.94	10.96	00.15	00.95	
Measures .....	44,506	2,300	461	2,863	50,130
Percentages .....	88.78	04.59	00.92	05.71	
Total number of pieces inspected.....					168,264

The percentage of scales, weights and measures found incorrect, clearly shows the need of careful and competent inspection along this line, but in considering these figures shown, it is but fair to state that in the great majority of cases, the dealers were ignorant of the faulty condition of their equipment, and of course are not to be charged with criminal intent when they had no means of knowing that their weighing and measuring equipment was not up to the required standard. It will readily be seen, however, that lack of knowledge on part of weighing and measuring equipment owners and users would not in any degree lessen the resulting incorrect weight and measure as the case may be.



It is a well known fact that this country is at least fifty years behind Europe in the matter of governmental supervision of the product turned out by manufacturers of weighing and measuring apparatus, and the proposition seems most elementary that the manufacturers should not be allowed to place weighing or measuring apparatus on the market, to be bought and used for commercial purposes, unless said apparatus be up to standard in every respect.

Believing that the responsibility of initially correct weighing and measuring devices should rest on the manufacturer who has every means of making them so, rather than on the merchant who in good faith buys a weighing or measuring instrument believing it to be correct and having no means of knowledge to the contrary, the State Department of Weights and Measures has wherever possible dealt directly with the manufacturers and it is gratifying to be able to report that at this time every manufacturer in the United States who sells scales, weights or measures in Minnesota is aware of the fact that this state may no longer be the dumping ground for cheap and faulty equipment of every description as was the case previous to the establishment of this department.

It must be admitted that continuous reporting of faulty conditions found as a result of our supervision would be worth little to the people of this state unless it could be truthfully declared that correction of the faulty conditions have been accomplished, and the department is prepared to take the unequivocal stand that all of the following beneficial results have been brought about in Minnesota:

1. The formally universal use of the liquid quart of 57.75 cubic inches, instead of the dry quart of 67.2 cubic inches in vending dry commodities, meaning an actual loss to the ultimate consumer of more than fourteen per cent on all dry commodity when bought by the quart, has been done away with.

2. The error in calculation on part of the wood dealers, whereby it was the general custom to sell sawed and split wood short measure to the extent of fifteen and one-half per cent considering actual shrinkage, and twenty-two per cent short of legal measure no longer exists.

3. Exhaustive experiment by the department has shown that butter in one-pound cartons, in the ordinary course of handling between packer and consumer, will not lose more than one-quarter of an ounce per pound because of loss of original moisture content, instead of an ounce or more per pound as claimed by the packers previous to the time of the official tests made by the department. Since a shortage of one ounce on sixteen ounces means a loss to the consumer of six and one-quarter per cent, what has been accomplished in this line is very obvious, and the packers are now putting out full weight within the allowable degree of tolerance for loss of original moisture content, which must be allowed in view of the fact that butter may legally contain a moisture content of up to but not including a full sixteen per cent of moisture.

4. It is safe to say that no Troy pound weight of 5,760 grains instead of the Avoirdupois pound weight of 7,000 grains, meaning an error in weighing of almost eighteen per cent, can be found in this state today used for Avoirdupois weighing.

5. The vicious custom by a part of the wholesale buyers of imposing an arbitrary dockage in receiving milk from milk shippers, as practiced by the large receiving concerns, has been done away with, and the more equitable method of buying milk by weight has been put into effect, except in those cases where the farmer or seller of the milk is present at the time of selling, and by use of sealed measures is able to see that he gets justice from the buyer. The records show that this arbitrary dockage at times reached as high as ten per cent against the producer.

6. The work of the department has extended to an investigation of the arbitrary dockage imposed by the buyer in buying potatoes from the grower at the potato markets in the state, and it was found that at several places the unfair custom was in vogue of imposing a dockage of two per cent on potatoes sold by the grower, even after all the small potatoes

and dirt had been screened out, which in many instances ran the loss to the producer as high as six per cent on his product.

7. Any one at all familiar with agricultural work knows the labor connected with raising beans in large quantities. The investigation of the department as to the methods employed by the buyers, revealed the fact that the custom employed of taking an arbitrary dockage on beans, and taking from the producer not only the amount represented by the bad beans taken out for dockage, but charging him five cents a pound for each pound of bad beans cleaned out, often resulted in a loss to the producer on this product alone of twenty-five per cent. Indeed the scheme employed, if the producer brought in a load of fifty bushels of beans and sold them to the buyer at the rate of \$1.80 a bushel, and was charged at the rate of \$3.00 per bushel for picking out the bad beans, if he was unfortunate enough to have dockage of twenty-three pounds per bushel imposed on him for dirt and bad beans, he would owe the buyer \$2.00 on the deal, after he had delivered his whole load of fifty bushels.

8. The methods employed in different sections of the state in delivering oil from wagon oil tanks, when the tanks in no instance were correct as to supposed capacity, and always short, often resulted in a loss to the merchant of fifteen per cent on oil delivered to him.

9. Even in what might seem to be a very simple proposition, that of yard measures on counters, the fact that tacks establishing these measures have been found in use having a head diameter of five-eighths of an inch, taking the measurement from the inside diameter of these tacks would result in a shortage of about three per cent on the yard.

10. The discovery of the vicious, fraudulent device known as the "Shrinker," used by unscrupulous stock buyers in the state was a matter of such importance in weights and measures supervision, that it has been commented on in every state of the Union. By using this device the scale operator could gain an advantage of from five to ten per cent in either buying or selling. The Inspectors of Weights and Measures of this department, in their field work, have kept close watch on the stock buying proposition, and it is safe to say that the "Shrinker" is not now as popular as it might have been were it not for the exposure of same by this Department.

11. Mention should be made of the many fraudulent scale beams confiscated and now in possession of the Department, the use of which has resulted in a loss to the grain producer in varying degrees, all the way from one to ten per cent.

12. The old time custom in general practice of filling the ordinary grocery delivery box with dry commodity such as potatoes, apples, etc., and calling it a "Bushel" is now a thing of the past, for a "Bushel" of any commodity for which a legal weight has been established per bushel in Minnesota means pounds and not the guess-work resulting when these commodities are measured.

13. The fact that the last legislature enacted Chapter 66, Laws of 1913, putting Minnesota for the first time on a proper basis in the matter of the buying and selling of berries in standardized containers should be gratifying to every consumer in the state, for now the term "Snide" has no application to berry boxes in this state, and it is encouraging to be able to report that all dealers are making an effort to secure their supplies in containers that will meet the requirements of the Minnesota berry box law.

Facts and figures usually go together, and a visit to the state department of Weights and Measures in the old capitol must convince the most skeptical that weights and measures supervision is an essential element in the scheme of modern government. At this department can be found the tangible evidence pointing to the foregoing conclusion, and while it is likely that any department of weights and measures will continually find discrepancies, large and small, as result of carelessness, ignorance or actual criminal intent, still the conditions found in any given territory in the state on the second inspection are at least fifty per cent better than at the time of first inspection, not only because of the improved condition of the instrumentality of weighing and measuring, but also because of the fact that

all in trade have been obliged to learn the significance of the weights and measures laws of the state, and have had the opportunity of doing so as a result of personal instruction in the matter as well as by a general distribution of literature by the department.

The State Federation of Woman's clubs of this state has taken a great interest in the department's work, and every woman's club in Minnesota has been an ardent advocate of the department's plan of putting on a weights and measures exhibit at the Minnesota State Fair.

The Department wishes to express due appreciation of the assistance given by the office of the Attorney General many times during the past year. The public press of the state has given much valuable space to the Department in furthering the cause of honest weights and measures. Every employe in the Department has done his utmost to make the Department a success and something of decided value to the people of Minnesota.

As the superintending officer of the Weights and Measures Department under your supervision, I wish to personally thank the members of your Commission for the every ready assistance and encouragement given by you to each employe in this service with the ultimate aim in view of making the Minnesota Weights and Measures Department second to none.

Please find shown hereafter exhibits in table form, the heading of which exhibits is arranged to show the subject covered.

## EARNINGS AND FINANCIAL STATEMENT FOR YEAR ENDING DECEMBER 31, 1913

## Earnings Statement

Outstanding January 1, 1913.....	Fees.....	\$1,727.40	
	Fines.....	205.00	
Earnings in year 1913.....	Fees.....	43,089.14	
	Fines.....	2,165.00	
	Misc. items.....	19.41	
Fees outstanding January 1, 1913.....	Collected.....		\$1,704.40
	Cancelled.....		9.70
	Uncollected.....		13.30
Fines outstanding January 1, 1913.....	Collected.....		165.00
	Uncollected.....		40.00
Earnings in year 1913.....	Fees.....		41,608.02
	Cancelled.....		29.55
	Uncollected.....		1,451.57
	Fines.....		885.00
	Uncollected.....		1,280.00
	Misc. items.....		19.41
		<hr/>	<hr/>
		\$47,205.95	\$47,205.95

## Financial Statement

Balance January 1, 1913.....	\$1,874.04	
Outstanding fees collected during year 1913.....	1,704.40	
Outstanding fines collected during year 1913.....	165.00	
Earnings in year 1913, collected.....	41,608.02	
	Fines.....	885.00
	Misc. items.....	19.41
Salary expense for year 1913.....		\$24,853.31
Other expense for year 1913.....		18,181.94
Balance on hand.....		3,220.62
		<hr/>
		\$46,255.87
		<hr/>
		\$46,255.87

CONVICTIONS FOR VIOLATIONS OF THE MINNESOTA WEIGHTS AND MEASURES LAWS FROM JANUARY 1, 1913, TO DECEMBER 31, 1913, INCLUSIVE

City	Date of Trial	Judge Presiding	Complaint	Fines Imposed	
				Paid to Court	Suspended
1. Minneapolis.	January 16	W. W. Bardwell.	Short weight on butter.	\$20.00	.....
2. Minneapolis.	January 21	W. W. Bardwell.	Short weight on cranberries.	20.00	.....
3. Minneapolis.	January 22	W. W. Bardwell.	Short weight on meat.	.....	\$20.00
4. St. Paul	March 5.	H. O. Hanft	Short weight on butter.	20.00	.....
5. Winona.	March 20.	Somson.	Using unsealed measure	20.00	.....
6. Winona.	March 20.	Somson.	Using unsealed measure	20.00	.....
7. Winona.	March 20.	Somson.	Using unsealed measure	20.00	.....
8. St. Paul.	June 11	J. W. Finehout.	Short weight on boiled ham.	.....	20.00
9. Minneapolis.	June 11	J. W. Finehout.	Short weight on ice.	.....	10.00
10. Minneapolis.	June 12	E. A. Montgomery	Using false scale.	.....	.....
11. St. Paul.	June 13	E. A. Montgomery	Short weight on potatoes	20.00	.....
12. St. Paul.	June 13	J. W. Finehout.	Short weight on potatoes	.....	20.00
13. St. Paul.	June 17	J. W. Finehout.	Short weight on onion sets.	20.00	.....
14. St. Paul.	June 17	J. W. Finehout.	Short weight on apples.	20.00	.....
15. Crookston.	June 17	L. E. Gosman.	Short weight on ice.	20.00	.....
16. St. Paul.	June 18	J. W. Finehout.	Short weight on onion sets.	.....	20.00
17. St. Paul.	June 18	J. W. Finehout.	Short weight on potatoes.	20.00	.....
18. St. Paul.	June 18	J. W. Finehout.	Short weight on hamburger.	20.00	.....
19. Minneapolis.	June 18	C. L. Smith.	Illegal measure.	20.00	.....
20. Minneapolis.	June 18	E. A. Montgomery	Short weight on potatoes	.....	20.00
21. Minneapolis.	June 19	E. A. Montgomery	Using false scale.	.....	20.00
22. Minneapolis.	June 26	W. W. Bardwell.	Short weight on crackers.	.....	20.00
23. Crookston.	June 27	L. E. Gosman.	Falsifying weights	20.00	.....
24. St. Paul.	July 8.	H. O. Hanft	Short weight on hamburger.	.....	.....
25. St. Paul.	July 8.	H. O. Hanft	Short weight on apples.	20.00	.....
26. St. Paul.	July 9.	H. O. Hanft	Short weight on hamburger.	20.00	.....
27. St. Paul.	July 10.	H. O. Hanft	Short weight on potatoes	20.00	.....
28. St. Paul.	July 11.	H. O. Hanft	Short measure on liquor	20.00	.....
29. St. Paul.	July 12.	H. O. Hanft	Short weight on apples.	10.00	.....
30. St. Paul.	July 14.	H. O. Hanft	Short weight on crackers	10.00	.....
31. St. Paul.	July 15.	H. O. Hanft	Short weight on candy	10.00	.....
32. St. Paul.	July 17.	H. O. Hanft	Refusal to pay fee.	.....	20.00
33. St. Paul.	July 17.	H. O. Hanft	Short weight on potatoes	15.00	.....
34. Minneapolis.	July 21	C. L. Smith.	Short weight on apples.	10.00	.....
35. Minneapolis.	July 21.	C. L. Smith.	Short weight on meat.	10.00	.....
36. Minneapolis.	July 21.	C. L. Smith.	Short weight on butter.	10.00	.....
37. Minneapolis.	July 23.	C. L. Smith.	Short weight on potatoes.	10.00	.....
38. Minneapolis.	July 23.	C. L. Smith.	Short weight on potatoes	10.00	.....

39.	Minnesota.	July 25	C. L. Smith.	Short weight on butter.	10.00
40.	Minnesota.	July 25	C. L. Smith.	Short weight on potatoes.	10.00
41.	St. Paul.	July 31	H. O. Hanft.	Short weight on apples.	25.00
42.	St. Paul.	July 31	H. O. Hanft.	Short weight on potatoes.	10.00
43.	St. Paul.	July 31	H. O. Hanft.	Short weight on potatoes.	10.00
44.	St. Paul.	August 4th	J. W. Finehout.	Short weight on potatoes.	3.00
45.	St. Paul.	August 4th	J. W. Finehout.	Short weight on potatoes.	3.00
46.	Minnesota.	August 5	C. L. Smith.	Short weight on potatoes.	3.00
47.	Minnesota.	August 5	C. L. Smith.	Short weight on apples.	3.00
48.	Minnesota.	August 6	C. L. Smith.	Short weight on potatoes.	3.00
49.	Minnesota.	August 6	C. L. Smith.	Short weight on apples.	3.00
50.	Minnesota.	August 6	C. L. Smith.	Short weight on potatoes.	3.00
51.	Minnesota.	August 6	C. L. Smith.	Short weight on apples.	3.00
52.	Minnesota.	August 7	C. L. Smith.	Short weight on potatoes.	10.00
53.	Minnesota.	August 7	C. L. Smith.	Short weight on apples.	10.00
54.	Minnesota.	August 7	C. L. Smith.	Short weight on potatoes.	10.00
55.	Minnesota.	August 8	J. W. Finehout.	Short weight on potatoes.	10.00
56.	St. Paul.	August 8	J. W. Finehout.	Short weight on apples.	10.00
57.	St. Paul.	August 8	J. W. Finehout.	Short weight on potatoes.	10.00
58.	St. Paul.	August 8	J. W. Finehout.	Short weight on apples.	10.00
59.	St. Paul.	August 8	J. W. Finehout.	Short weight on potatoes.	10.00
60.	St. Paul.	August 8	J. W. Finehout.	Short weight on apples.	10.00
61.	Eveland.	August 9	Moylan.	Short weight on potatoes.	10.00
62.	Eveland.	August 9	Moylan.	Short weight on apples.	10.00
63.	Thief River Falls.	August 15	N. W. Tarram.	Short measure on liquor.	20.00
64.	Duluth.	August 19	F. H. Cutting.	Short weight on apples.	10.00
65.	Duluth.	August 19	F. H. Cutting.	Short weight on potatoes.	10.00
66.	Minnesota.	August 22	E. A. Montgomery.	Short weight on apples.	5.00
67.	Chisholm.	August 26	Master.	Short weight on potatoes.	10.00
68.	Chisholm.	August 26	Master.	Short measure on liquor.	10.00
69.	Chisholm.	August 26	Master.	Short measure on liquor.	10.00
70.	St. Paul.	September 9	H. O. Hanft.	Short weight on apples.	25.00
71.	St. Paul.	September 10	H. O. Hanft.	Short weight on apples.	10.00
72.	St. Paul.	October 1	H. O. Hanft.	Short weight on bread.	10.00
73.	Duluth.	October 3	F. H. Cutting.	Short weight on cranberries.	25.00
74.	St. Paul.	October 4	F. H. Cutting.	Short weight on butter.	10.00
75.	Duluth.	October 6	F. H. Cutting.	Short weight on cranberries.	10.00
76.	Duluth.	October 6	F. H. Cutting.	Short weight on cranberries.	10.00
77.	Duluth.	October 6	F. H. Cutting.	Short weight on cranberries.	10.00
78.	Duluth.	October 6	F. H. Cutting.	Short weight on cranberries.	10.00
79.	Duluth.	October 6	F. H. Cutting.	Short weight on onions.	10.00
80.	St. Paul.	October 14	J. W. Finehout.	Short weight on apples.	10.00
81.	St. Paul.	October 14	J. W. Finehout.	Short weight on potatoes.	25.00
82.	St. Paul.	October 18	J. W. Finehout.	Short weight on potatoes.	10.00
83.	St. Paul.	October 22	J. W. Finehout.	Short measure on kerosene.	10.00
84.	St. Paul.	October 23	J. W. Finehout.	Short weight on potatoes.	10.00
85.	St. Paul.	October 24	J. W. Finehout.	Short weight on potatoes.	10.00
86.	International Falls.	October 27	Geo. Langland.	Short measure on liquor.	20.00
87.	International Falls.	October 27	Geo. Langland.	Short measure on liquor.	20.00
88.	International Falls.	October 27	Geo. Langland.	Short measure on liquor.	20.00

CONVICTIONS FOR VIOLATIONS OF THE MINNESOTA WEIGHTS AND MEASURES LAWS FROM JANUARY 1, 1913 TO DECEMBER 31, 1913 INCLUSIVE—Continued.

City	Date of Trial	Judge Presiding	Complaint	Fines Imposed	
				Paid to Court	Sus-pended
89. International Falls.	October 27.	Geo. Langland	Short measure on liquor.	20.00	
90. Austin.	October 29.	N. F. Earl.	Short weight on apples.	10.00	
91. Austin.	October 29.	N. F. Earl.	Short weight on apples.	10.00	
92. Austin.	October 29.	N. F. Earl.	Short weight on apples.	10.00	
93. Austin.	October 29.	N. F. Earl.	Short weight on apples.	10.00	
94. Minneapolis.	October 31.	C. L. Smith.	Short weight on cranberries.	10.00	
95. Westcott.	November 5.	H. O. Hanft.	Short weight on potatoes.	10.00	
96. Minneapolis.	November 6.	E. A. Montgomery.	Short weight on cranberries.	10.00	
97. St. Paul.	November 7.	H. O. Hanft.	Short weight on cranberries.	25.00	
98. Hamel.	November 10.	E. A. Montgomery.	Short weight on potatoes.	15.00	
99. Minneapolis.	November 11.	E. A. Montgomery.	Short weight on apples.	10.00	
100. St. Paul.	November 14.	H. O. Hanft.	Short measure on wood.	75.00	25.00
101. Dunnell.	November 15.	C. L. Peterson	Using false scale.	10.00	
102. Royalton.	November 18.	Lud. Gaudet.	Short weight on apples.	10.00	
103. St. Paul.	November 19.	H. O. Hanft.	Did not weigh coal.	10.00	25.00
104. Minneapolis.	November 24.	C. L. Smith.	Short weight on hamburger.	10.00	
105. Minneapolis.	November 24.	C. L. Smith.	Short weight on cranberries.	10.00	
106. Minneapolis.	November 24.	C. L. Smith.	Short weight on cranberries.	10.00	
107. Minneapolis.	November 24.	C. L. Smith.	Short weight on cranberries.	10.00	
108. Minneapolis.	November 24.	C. L. Smith.	Short weight on potatoes.	10.00	
109. Minneapolis.	November 24.	C. L. Smith.	Short weight on cranberries.	10.00	
110. Minneapolis.	November 24.	C. L. Smith.	Short weight on apples.	10.00	10.00
111. Red Wing.	November 29.	S. J. Nelson.	Short weight on cranberries.	10.00	
112. Red Wing.	November 29.	S. J. Nelson.	Short weight on apples.	10.00	
113. Red Wing.	November 29.	S. J. Nelson.	Short weight on cranberries.	10.00	
114. Red Wing.	November 29.	S. J. Nelson.	Short weight on apples.	10.00	
115. Duluth.	December 2.	Windom.	Short weight on groceries.	2.00	
116. Minneapolis.	December 3.	W. W. Bardwell.	Short weight on apples.	10.00	
117. Minneapolis.	December 3.	W. W. Bardwell.	Short weight on cranberries.	10.00	
118. Duluth.	December 3.	Windom.	Short weight on groceries.	10.00	
119. Duluth.	December 3.	Windom.	Short weight on groceries.	10.00	
120. Bemidji.	December 4.	A. N. Crowell.	Short weight on apples.	10.00	
121. Bemidji.	December 4.	A. N. Crowell.	Short weight on apples.	10.00	
122. Bemidji.	December 5.	A. N. Crowell.	Short measure on wood.	10.00	
123. Minneapolis.	December 5.	W. W. Bardwell.	Short weight on apples.	10.00	
124. Minneapolis.	December 8.	W. W. Bardwell.	Short weight on meat.	3.00	
125. Minneapolis.	December 8.	W. W. Bardwell.	Short weight on coal.	5.00	10.00
126. Minneapolis.	December 8.	W. W. Bardwell.	Short weight on apples.		

127	Grand Rapids	December 9	H. S. Huson	Short weight on apples	20.00
128	Grand Rapids	December 9	H. S. Huson	Short weight on hambuger	20.00
129	Grand Rapids	December 9	H. S. Huson	Short weight on apples	20.00
130	Sturgeon Lake	December 9	Lee Webster	Short measure on wood	10.00
131	Oak	December 10	Ben Johnson	Short measure on liquor	10.00
132	Oak	December 10	Ben Johnson	Short measure on liquor	15.00
133	St Paul	December 11	J. W. Finchout	Short weight on potatoes	10.00
134	St Paul	December 11	J. W. Finchout	Short weight on apples	10.00
135	St Paul	December 11	J. W. Finchout	Short weight on butter	10.00
136	Randall	December 12	L. A. Goulder	Short weight on cranberries	10.00
137	Randall	December 12	L. A. Goulder	Short weight on apples	10.00
138	Minneapolis	December 12	W. W. Bardwell	Short weight on apples	5.00
139	Minneapolis	December 12	W. W. Bardwell	Short weight on apples	10.00
140	Minneapolis	December 12	W. W. Bardwell	Short weight on apples	15.00
141	St Paul	December 16	J. W. Finchout	Interfering with officer	10.00
142	St Paul	December 16	J. W. Finchout	Short weight on potatoes	10.00
143	St Paul	December 16	J. W. Finchout	Short weight on apples	10.00
144	St Paul	December 16	J. W. Finchout	Short weight on cranberries	10.00
145	St Paul	December 17	J. W. Finchout	Short weight on apples	10.00
146	Minneapolis	December 17	W. W. Bardwell	Short measure on liquor	10.00
147	St Paul	December 19	J. W. Finchout	Short weight on turkeys	10.00
148	Watertown	December 20	Wm. Anderson	Short weight on cranberries	10.00
149	Minneapolis	December 22	W. W. Bardwell	Short weight on apples	10.00
150	Minneapolis	December 22	R. M. Walter	Short weight on potatoes	10.00
151	Delano	December 22	R. M. Walter	Short weight on apples	10.00
152	East Grand Forks	December 23	Rasmusen	Short weight on apples	10.00
153	East Grand Forks	December 23	Rasmusen	Short weight on apples	10.00
154	East Grand Forks	December 23	Rasmusen	Short weight on apples	10.00
155	Crookston	December 23	Gosman	Interfering with officer	20.00
156	Minneapolis	December 30	E. A. Montgomery	Short weight on cranberries	10.00
157	Minneapolis	December 30	E. A. Montgomery	Short weight on cranberries	10.00
158	Minneapolis	December 30	E. A. Montgomery	Short weight on cranberries	10.00
159	Minneapolis	December 30	E. A. Montgomery	Short weight on apples	10.00
160	Minneapolis	December 30	E. A. Montgomery	Short weight on apples	10.00
161	Minneapolis	December 30	E. A. Montgomery	Short weight on potatoes	10.00
162	St Paul	December 31	J. W. Finchout	Short weight on butter	10.00
163	St Paul	January 6	J. W. Finchout	Short weight on apples	10.00
164	St Paul	January 11	J. W. Finchout	Short weight on apples	20.00
165	St Paul	January 11	J. W. Finchout	Short weight on apples	25.00
166	St Paul	January 29	J. W. Finchout	Short weight on apples	25.00
167	Minneapolis	February 14	C. L. Smith	Short weight on apples	10.00
168	Minneapolis	March 7	E. A. Montgomery	Short weight on apples	20.00
169	Minneapolis	March 8	E. A. Montgomery	Short weight on apples	20.00
170	Minneapolis	March 8	E. A. Montgomery	Short weight on ham	20.00
171	Minneapolis	May 1	W. W. Bardwell	Short weight on meat	20.00
172	Minneapolis	May 9	W. W. Bardwell	Short weight on butter	30.00
173	St Paul	May 14	H. O. Hanft	Short weight on fish	15.00
174	St Paul	May 15	H. O. Hanft	Short weight on butter	25.00
175	St Paul	June 5	H. O. Hanft	Short weight on ice	100.00
176	St Paul	June 5	H. O. Hanft	Short weight on ice	100.00

CONVICTIONS FOR VIOLATIONS OF THE MINNESOTA WEIGHTS AND MEASURES LAWS FROM JANUARY 1, 1913 TO DECEMBER 31,  
1913, INCLUSIVE—Continued.

City	Date of Trial	Judge Presiding	Complaint	Fines Imposed	
				Paid to Court	Sus-pended
177. St. Paul	June 5	J. W. Finchout	Short weight on ice	100.00	
178. St. Paul	June 5	J. W. Finchout	Short weight on ice	100.00	
179. St. Paul	July 15	H. O. Hanft	Short weight on ice	100.00	
180. St. Paul	July 15	H. O. Hanft	Short weight on ice	100.00	
181. Minneapolis	July 16	W. W. Bardwell	Did not weigh ice	1.00	
182. Minneapolis	July 22	W. W. Bardwell	Short weight on ice	5.00	
183. Minneapolis	July 22	W. W. Bardwell	Short weight on ice	5.00	
				\$2,526.00	\$435.00



Statement Showing the Number of Places Inspected, Also the Number of Scales, Weights and Measures Inspected during the Year Ending Dec. 31, 1913.

Month	No. of Places Inspect'd	Scales				Weights				Measures				Grand Total			
		Cor.	Adj.	Rej.	Cd.	Total	Cor.	Adj.	Rej.	Cd.	Total	Cor.	Adj.		Rej.	Cd.	Total
January, 1913.....	1,149	2,368	278	106	66	2,818	5,844	1,462	.....	63	7,369	2,916	225	26	229	3,396	13,583
February, 1913.....	888	1,484	194	104	37	1,819	3,247	1,080	.....	67	4,395	1,374	160	19	144	1,697	7,911
March, 1913.....	1,034	1,695	212	116	42	2,065	4,162	1,128	3	54	5,347	7,010	160	15	144	7,329	14,741
April, 1913.....	1,028	1,980	262	79	46	2,367	4,865	812	.....	108	5,785	6,930	129	72	309	6,525	14,877
May, 1913.....	1,223	2,196	423	97	40	2,756	4,780	723	.....	103	5,606	5,930	104	14	123	6,171	14,533
June, 1913.....	2,078	3,777	430	151	65	4,423	7,757	739	.....	86	8,582	2,745	226	20	145	3,136	16,141
July, 1913.....	2,178	3,531	433	150	58	4,172	7,402	558	.....	116	8,076	1,766	206	23	212	2,207	14,455
August, 1913.....	1,763	4,003	317	106	31	4,457	6,890	515	32	36	7,473	3,598	277	27	162	4,064	15,994
September, 1913.....	1,879	3,005	296	118	36	3,455	7,206	522	9	41	7,778	2,204	316	64	208	2,792	14,025
October, 1913.....	1,786	2,801	288	139	51	3,279	6,581	520	18	54	7,173	4,468	237	61	208	4,974	15,426
November, 1913.....	1,562	2,579	259	93	22	2,953	6,194	420	38	17	6,679	3,485	117	68	134	3,804	13,436
December, 1913.....	1,383	2,428	197	94	28	2,747	6,145	381	18	16	6,560	2,995	143	52	845	4,053	13,342
Totals.....	17,951	31,847	3,589	1,353	522	37,311	71,073	8,860	119	771	80,823	44,506	2,300	461	2,863	50,130	168,264
Percentage.....		85.36	9.61	3.63	1.40		87.94	10.96	.15	.95		88.78	4.59	.92	5.71		

STATEMENT SHOWING NUMBER OF EMPLOYEES IN SERVICE AND COMPENSATION  
FOR EACH

One commissioner of weights and measures .....	\$2,500 per annum
One chief clerk .....	1,500 per annum
One superintending inspector .....	1,500 per annum
One clerk .....	720 per annum
Sixteen inspectors of weights and measures .....	1,200 per annum

## OPINIONS OF ATTORNEY GENERAL.

## MISCELLANEOUS QUESTIONS.

**Opinion as to jurisdiction of the Commission over street railways  
having extensions into suburban territory.**

St. Paul, Minn., December 23, 1912.

Railroad and Warehouse Commission, St. Paul, Minn.

Gentlemen. You state that the Fargo & Moorhead Street Railway Company's suburban extension commences at Tenth street on Second avenue north, in the city of Moorhead, and runs from there easterly, a distance of about 3.65 miles to its terminals in the village of Dilworth, all in Clay county, Minnesota. Approximately one and one-half miles of this line is outside of the city limits of two municipalities, Moorhead and Dilworth.

You ask what jurisdiction your Commission has over this line, or any part of it. In answer thereto, it is my opinion that as to suburban lines outside the limits of municipalities, you have jurisdiction; but as to the parts of such lines "wholly within the limits of any municipality or municipalities" you do not have jurisdiction.

Yours truly,

ALONZO J. EDGERTON,

Assistant Attorney General.

**Whether or not a logging road carrying other freight under special  
contract is a common carrier.**

## OFFICE OF ATTORNEY GENERAL,

St. Paul, Minn., January 7, 1913.

Railroad and Warehouse Commission, Capitol.

Gentlemen: You state that the Crookston Lumber Company is a corporation organized for the purpose of cutting and hauling logs and lumber in connection therewith own and operates a "logging railroad." This company refuses to carry passengers, but makes special contracts to carry freight for certain people. A notice is posted which reads "freight will not be carried except by special contract."

You ask whether a railroad company constructed in this state, either for logging purposes or otherwise, can make such contracts for carrying freight with parties that it sees fit, and not become a common carrier of all freight that is offered to it. The question arises as to whether the road as operated is a common or private carrier. The purpose for which this road was constructed was for logging purposes. Chapter 59, General Laws 1893, seems to recognize a distinction between forest and ore roads constructed exclusively for logging or mining purposes, from the ordinary road. If, however, the company is a common carrier, it is bound to carry

freight of all who desire such service. On the other hand, if the road is a private carrier, it is my opinion that it is not bound to carry freight of all the people indifferently. Common carriers have been defined to be those who undertake generally and not as a casual occupation, and for all people indifferently, to convey goods and wares as a business.

2 Kent Com. 596.

"The undertaking must be general and for all people indifferently . . . he must thus assume to be the servant of the public, he must undertake for all people."

Fish vs. Chapman & Ross, 2 Ga. 349.

Our supreme court in the case of Schus vs. Powers-Simpson Company, 85 Minn. 447, held a "logging road" comes within the operation of the "fellow servant act," but this case does not seem to me to infer that a logging road is a common carrier. There were facts in this case tending to show that occasionally freight was hauled for persons living along the line, but the court seems to ignore these facts and draws the conclusion that "it does not follow the business of a common carrier of passengers and freight, the operation of the road being limited exclusively to its own private business."

My conclusion is that if a lumber company holds itself out as ready and willing to carry freight on its logging trains for people generally, then it would be a common carrier. On the contrary, if a logging company does not hold itself out as ready and willing to carry freight for the public generally, or in other words, does not constitute itself a servant of the public in that business, but only proposes to take freight of some particular persons with whom special contracts are made, it is not a common carrier.

Yours truly,

ALONZO J. EDGERTON,

Assistant Attorney General.

**As to the validity of Chapter 23, General Laws of Minnesota for 1907, known as the Minnesota Reciprocal Demurrage Law.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., March 3, 1913.

Railroad and Warehouse Commission, Capitol.

Gentlemen: Your favor of February 28th addressed at Attorney General Lyndon A. Smith, has been by him handed to me for attention and reply.

You call our attention to the rules of the Interstate Commerce Commission in reference to demurrage and also chapter 23 of the General Laws of Minnesota for 1907, known as the Minnesota Reciprocal Demurrage Law. The former provides only twenty-four hours free time for unloading cars, while the latter, for the unloading of bituminous coal, bulk lime, fruits, vegetables or lumber shipments seventy-two hours, and forty-eight hours for other freight from the time the same shall be spotted for unloading. You inquire which rule would govern on state shipments.

The supreme court of the United States in the case of Chicago, Rock Island & Pacific Railway Company vs. Hardwick Farmers' Elevator Com-

pany, 226 U. S. 426, cited by you, holds that so far as interstate shipments are concerned, the Minnesota Demurrage Law is unconstitutional and void. The question then presented is whether this statute can be unconstitutional as applied to interstate business and remain valid as to intrastate business. In the case of *Kehrer vs. Stewart*, 197 U. S. 60, it is held that where a regulation is invalid as applied to interstate business, it may be valid when applied to intrastate business.

Again, in the case of *Gladston vs. Minnesota*, 166 U. S. 427, it is held that a statute which regulates intrastate business, indirectly or incidentally affecting to a limited degree interstate business, is not unconstitutional. The supreme court in the case of *Houston & Texas Railway Company vs. Mays*, 201 U. S. 321, says:

"Legislatures may annex such conditions as they please with regard to intrastate transportation and such rules regarding interstate commerce as are not inconsistent with the general right of such commerce to be free and unobstructed."

In the case of *Southern Railway Company vs. Milton*, 133 Ga. 277, at page 299, we find the following pertinent statement:

"On the face of this act and rule as applied to intrastate shipments at least, there is no direct regulation or burden on interstate commerce. The argument of possible inconvenience, possible need for cars elsewhere, etc., cannot prevail. Intrastate commerce cannot be regulated by federal government. If it cannot be regulated by state authorities because of fear or possibility of some hypothetical inconvenience in regard to interstate business of carriers, then the intrastate business of a railway which traverses two or more states is practically free from any regulation."

It is my conclusion that as far as intrastate shipments are concerned chapter 23, General Laws of Minnesota for 1907, is still in force.

Yours truly,

ALONZO J. EDGERTON,  
Assistant Attorney General.

[Supplemental Opinion.]

October 15, 1913.

Railroad and Warehouse Commission, State Capitol.

Gentlemen: Your attention is called to my opinion of March 3, 1913, in answer to your inquiry of February 28, 1913, in which you call our attention to the rules of the Interstate Commerce Commission in reference to demurrage, and also chapter 23, General Laws 1907, known as the Minnesota Reciprocal Demurrage Law. Upon giving this question more deliberate consideration, and after more carefully considering the case of *Chicago, Rock Island & Pacific Railway Company vs. Hardwick Farmers' Elevator Company*, 226 U. S. 426, and other recent decisions of the supreme court of the United States, I desire to recall this former opinion.

Chapter 23, *supra*, applies to both intrastate and interstate commerce. Our supreme court in the *Hardwick* case, 110 Minn. 25, at page 33, states:

"The law needs little construction. By its terms it applies to both intrastate and interstate commerce."

By the provisions of the act of congress of June 29, 1909, (34 stat. at L. 584, chapter 3591 U. S. Comp. stat. Supp. 1911, page 1288) congress legislated upon the subject of the delivery of cars by railroads to be used in interstate commerce. This action by congress divested the states of the power to deal with the subject.

You are therefore advised that the action of congress, in the language of Chief Justice White, "covers the whole field and renders the state impotent to deal with a subject over which it has no inherent but only permissive power."

Yours truly,

ALONZO J. EDGERTON,  
Assistant Attorney General.

**Corporations organized under provisions of Section 2841 R. L. 1905 cannot include other features of business inconsistent therewith.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., March 7, 1913.

Hon. Ira B. Mills, State Railroad and Warehouse Commission, Capitol.

Dear Sir. You submit map and letter of J. J. Opsahl bearing date March 4, 1913. This letter states that certain parties desire to "secure a construction charter and operating charter for transportation on land and water to be operated by steam, electric, gas electric or gasoline power." The incorporators desire to incorporate in their articles, as the purposes of the proposed corporation, among other things, the following: Power to contract, operate, lease, buy and sell transportation facilities and develop agricultural and industrial interests along their lines. The articles are to cover owning and selling real estate for operating and developing industrial purposes. You ask whether or not all of these objects may be incorporated. In the incorporation of a railway company, section 2841, Revised Laws 1905, provides:

"Corporations may be organized for the construction, acquisition, maintenance or operation of any work of internal improvement, including railways, street railways, telegraph and telephone lines, canals, slack-water or other navigation, dams to create or improve a water supply or to furnish power for public use, and any work for supplying the public, by whatever means, with water, light, heat or power, including all requisite subways, pipes and other conduits . . ."

It is my opinion that corporations may be formed for any and all of the purposes specified in this section. Corporations, however, formed for other purposes, such as buying and selling real estate, agricultural or industrial purposes, or in fact, any purpose not specified in the section quoted, or incident thereto, should not be included therein.

The supreme court, in the case of State vs. Minnesota Thresher Manufacturing Company, 40 Minn. 213, in referring to the statute authorizing manufacturing corporations, says:

"It does not authorize the organization of a corporation for the purpose of carrying on a manufacturing business and also another and independent business not properly incident to or connected with manufacturing."

Applying this rule to the facts presented, a corporation formed for other than railroad purposes, and not incident thereto, must be incorporated under other sections of our statute.

I am returning the letter of Mr. Opsahl and map, transmitted by you.

Yours truly,

ALONZO J. EDGERTON,  
Assistant Attorney General.

**Telephone poles or wires cannot be interfered with by a railway company without consent of the telephone company.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., March 11, 1913.

Railroad and Warehouse Commission, Capitol.

Gentlemen: Your favor of March 8th, addressed to Attorney General Lyndon A. Smith, enclosing copy of a letter from the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company, has been handed by him to me for attention.

In this letter, it is stated that a number of wires of a telephone company are strung across the tracks of this railway company, which are less than twenty-two feet above the tracks, and will not clear a man on a box car. The question arises as to whether the expense of elevating these wires to the proper clearance should be borne by the railway company or the telephone company. The telephone company, in my opinion, has a prior vested right in the street. That the maintenance of a railway track upon such street is an additional servitude and it not an ordinary use of the street within the meaning of the law. That the railway company would not have the right to interfere with the poles or wires of the telephone company without first instituting condemnation proceedings or without the consent of such telephone company.

The expense of the elevation of these wires to the proper clearance, in my opinion, should, therefore, be paid by the railway company.

Yours truly,

ALONZO J. EDGERTON,  
Assistant Attorney General.

**Local express agents doing business for a commission are not bona fide agents under the law or entitled to free transportation.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., March 19, 1913.

Railroad and Warehouse Commission, State Capitol.

Gentlemen: Your favor of March 18th, written by your Mr. Thos. Yapp at hand. You state that G. C. Russell, express agent at Merrifield, Minn., makes request for free railway transportation for his wife from Brainerd to St. Paul. Mr. Russell is the postmaster and has a little summer resort. The express business, which is very limited, and done more as a matter of accommodation, is handled on a commission basis. You inquire whether it would be legal for a pass to be issued under the circumstances stated.

Chapter 449, General Laws 1907, known as the Anti Pass Law, provides, among other things, as follows:

"That the provisions of this act shall not be construed to prohibit and make unlawful the interchange of passes, and express and other franks for the officers, bona fide agents . . . , and employes and the dependent members of their families, of any person or company affected by this act . . . ."

The above resolves itself into this: Is a person who does a small express business, principally as an accommodation, and on a commission basis, a bona fide agent or employe within the meaning of this law? A bona fide agent or employe, in my opinion, means a person in the regular and stated service of the company, and receiving wages or salary under a contract of employment. It cannot fairly be said that Mr. Russell is an agent or employe within this definition. There will have to be found some other way to reward him for his services. As stated in *Slater vs. Northern Pacific Railway Company*, Second I. C. C. reports, 359:

"Carriers can reward persons not in their stated and regular employment for occasional services or for benefits indirectly received in other and better ways than by furnishing them with free transportation."

Yours truly,

ALONZO J. EDGERTON,  
Assistant Attorney General.

**Right of passenger to have his baggage transported on same train on which he travels.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., April 2, 1913.

Railroad and Warehouse Commission, Capitol.

Gentlemen: Your favor of March 31st in reference to the communication of E. Freed of Hadley, relative to the rights of a passenger to have his baggage transported on the same train on which he travels is at hand:

It is my opinion that when baggage is delivered to the baggageman of a railway station in proper season, the passenger has the right to require that it shall be carried on the same train which he takes. If the carrier fails to deliver the baggage upon the arrival of the train at the destination, the proper measure of damage for the failure of the railway company to deliver such is the value of the use of the property during the delay, including such incidental expenses and damages as might be fairly said to be within the contemplation of the parties when the contract for carriage was entered into.

Yours truly,

ALONZO J. EDGERTON,  
Assistant Attorney General.

**Interpretation of commission merchant law so far as it relates to the character of bond required.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., April 24, 1913.

Hon. A. C. Clausen, Secretary Railroad and Warehouse Commission, Capitol.

Dear Sir: You call our attention to senate file No. 447, which as I understand has now become a law. The particular portion to which our attention has been called is as follows:

"If he desires a license which shall authorize him to sell grain, the bond shall be conditioned that he report to all persons consigning grain to him, and pay to them the proceeds of its sale, less charges and actual disbursements; otherwise the bond shall be conditioned for the faithful performance of his duties as commission merchant."

In this connection you submit form of bond in which the conditions thereof are in part stated as follows:

"Now, therefore, if the above bounden . . . shall faithfully account and report to all persons entrusting . . . with grain or other agricultural products and farm produce as above stated, to be sold for account of the consignor less the customary charges on account of the making of such sale, and necessary and actual disbursements, and shall faithfully perform . . . duties as such commission merchants . . ."

You ask whether the conditions above quoted are in conformity with the present law. It is my opinion that the following condition: "And pay to them the proceeds of its sale" should be inserted after the word "consignor."

The word "account" in my opinion is not broad enough to include the term "pay."

It might also be well to drop the words "and necessary" in the eighth line of the above quoted conditions.

Yours truly,

ALONZO J. EDGERTON,

Assistant Attorney General.

**The basis for computing commissions on sales of agricultural products is regulated by established local usage of trade in absence of special agreement.**

Hon. C. F. Staples, Railroad and Warehouse Commission, Capitol.

St. Paul, Minn., May 21, 1913.

Dear Sir: In reply to your inquiry as to the basis for computing commissions upon sales of agricultural products, I have to say that the best statement of the rule which I have found is the following:

"Where there is a usage of trade at the particular place or in the particular business in which the agent is engaged, the amount of commissions . . . is regulated by such usage in the absence of special agreement."



If, therefore, there is in Minneapolis a custom as to the amount of commissions to be paid, it would govern in the case under consideration. If there is neither custom nor agreement, then the determination of the amount of commissions would be a question of fact. This office, upon being informed that there was neither usage at Minneapolis nor agreement in the matter of the determination of the amount of commissions in cases like the one in hand, would endeavor to determine what should be the charge of the commission merchant handling the goods referred to.

Yours truly,

LYNDON A. SMITH,  
Attorney General.

**As to application of Chapters 307 and 448, G. L. 1913, known as the  
"Clearance Act."**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., May 26, 1913.

Hon. C. E. Elmquist, Railroad and Warehouse Commissioner, St. Paul, Minn.

Dear Sir: In reply to your letter of May 15 relative to the application of the Clearance Act passed by the last session of the legislature of the state and found in chapters 307 and 448 of the Laws of 1913, I have to say that I am not ready to give full and complete answers seriatim to the six questions you have asked. I can, however, make the following statements which are practically responsive to your questions:

The laws above referred to apply only indirectly to persons or corporations other than railroads. Such application is through some relation with such other person has to the tracks or track of some common carrier. A structure built upon a railroad right-of-way must always conform to these laws, provided it is not a part of an enterprise begun prior to the time of the passage of the latter of these laws. If the structure is built upon private land adjoining a railroad right-of-way it would not ordinarily be affected by this act, but there may be circumstances under which possibly a structure built entirely off a railroad right-of-way must, to some extent, conform to the requirements of said chapter 307 as amended. Bridges and overhead crossings are under ordinary circumstances affected and regulated by this law.

The question of when, if at all, a work or enterprise begun before the passage of the act is affected by the act depends wholly upon circumstances. An enterprise may have been begun years ago and remain in an unfinished condition from about the time of its commencement to the present. In such a case, it is very possible that in law the building which has been incompleated would be considered to be an entirely separate enterprise from the building when eventually completed according to plans. An immense freight depot for instance might be contemplated and certain sections of it completed and used as a completed depot. In such a case it might well be held that the completion of the depot was an entirely new enterprise. Under the circumstances which you state in question six of your letter, I would say that the enterprise so described was begun prior to the passage of the laws, or either of them, mentioned at the beginning

of this letter and therefore this enterprise need not conform to and is not affected by the provisions of the laws in question.

Yours truly,

LYNDON A. SMITH,  
Attorney General.

**Status of Sections 1983 and 2006, R. L. 1905, relating to sidetracks,  
as amended by Chapter 367, General Laws of 1913.**

OFFICE OF THE ATTORNEY GENERAL,  
St. Paul, Minn., June 10, 1913.

Railroad and Warehouse Commission, Capitol.

Gentlemen: You call our attention to chapters 289 and 367, General Laws 1913. The former was approved April 15, 1913, while the latter was approved April 19, 1913. Both chapters amend sections 1983 and 2006, Revised Laws 1905, in the following manner. "So as to read as follows." Chapter 367 is the latest expression of the legislature and supersedes any former amendment.

Yours truly,

ALONZO J. EDGERTON,  
Assistant Attorney General.

**As to right of passengers on suburban railway cars to refuse pay-  
ment of fare, when seats are not furnished.**

OFFICE OF THE ATTORNEY GENERAL,  
St. Paul, Minn., August 13, 1913.

Railroad and Warehouse Commission, St. Paul, Minn.

Gentlemen: Your favor of August 6 transmitting copy of letter from Dr. R. O. Beard, is before me for attention. Two questions are submitted; first, is there any provision of law by which a suburban railway company can be required to provide seats for its passengers; and second, is it legal to refuse the payment of fare in case seats are not provided by such suburban company?

Answering the first inquiry submitted, you are advised that suburban railway companies while operating within the limits of a city are under the supervision of the local municipality, but beyond such limits, they are under the supervision of your commission.

A suburban railway is required to provide seats for those whom it carries. Occasional instances of insufficiency in the number of cars or seats furnished, caused by a rush of travel, should unquestionably be excused, but if the number of cars is continually insufficient to accommodate the public, such failure on the part of the company would be a proper subject for your investigation.

In answer to the second inquiry submitted you are advised that a passenger has the right to elect to accept such accommodations as are offered, or keep off the train. If he elects to accept such accommodations as are offered, he is obliged to pay the fare.

Yours truly,

ALONZO J. EDGERTON,  
Assistant Attorney General.

**Commission cannot require the Great Northern Railway Co. to file tariffs showing rates to Minneapolis and St. Paul via Wahpeton.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., October 3, 1913.

Hon. Ira B. Mills, State Railroad and Warehouse Commission, Capitol.

Dear Sir: From St. Paul to Comstock via Wahpeton is two hundred and forty-four miles by the Great Northern Railway. From St. Paul to Comstock via Moorhead by the shortest line into Moorhead is two hundred and fifty-seven miles. The shorter line passes out of the state of Minnesota between Breckenridge and Wahpeton and continues outside the state for a distance of seven miles. During the course of this seven miles the line passes through the city of Wahpeton, a place of several thousand inhabitants and diverges to the north from one of the coast lines of the Great Northern Railway.

Under these circumstances I am obliged to hold the shorter line outside of Minnesota jurisdiction, by reason of the decision of the United States supreme court, in the case of Hanley vs. Kansas City Southern Railway Co. 187 U. S. 617. In this case the following citation is quoted approvingly:

"To bring the transportation within the control of the state as part of its domestic commerce, the subject transported must be within the entire voyage under the exclusive jurisdiction of the state."

The case in this state of State vs. Chicago, St. P., M. & O. Ry Co. 40 Minn. 267 is of the same import.

It is outside the province of the Railroad and Warehouse Commission to require the Great Northern Railway Company to file tariffs showing rates from Comstock by way of Wahpeton to St. Paul and Minneapolis, but it is well within the power of the Commission to require the Great Northern Railway Company to file tariffs showing rates from Comstock by way of Moorhead to St. Paul and Minneapolis.

Yours truly,

LYNDON A. SMITH,

Attorney General.

**Commission merchants receiving consignments of grain, etc., prohibited from selling same to themselves or to any firm or corporation in which they are interested.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., October 9, 1913.

Hon. Charles E. Elmquist, Railroad and Warehouse Commission, Capitol.

Dear Sir: You inquire in your letter of October 7 whether or not a duly licensed grain commission merchant has the right to buy grain which has been consigned to him, or to sell the same to a subsidiary corporation.

I have to say that he has not an absolute and unqualified right of sale of the grain so consigned to him, to any firm or corporation in which he is interested. If such sale is made it may be avoided by the shipper up to the time that he has ratified such sale (though that ratification be only by failure to repudiate), after having full and complete knowledge of

all the facts relative to such sale which bears upon the question of its good faith and advantage to the shipper.

The law is well stated in a note beginning on page 279 of volume 7, *American State Reports*, a part of which is as follows:

"A party cannot act as agent where, on account of his own personal interests, he would be compelled to assume incompatible and inconsistent duties and obligations. It is a fraud upon the principal, and contravenes public policy, to permit an agent without the full knowledge and consent of his principal, to enter into a relation involving such duties, where his sole allegiance has already been pledged to one having adverse interests, or when his own personal interests would be antagonistic to his principal. The latter is entitled to the disinterested skill, diligence and zeal of his agent for his own exclusive benefit. All this he presumptively contracts for, and the law will not tolerate the existence of a secret and undisclosed interest in the agent in conflict with that of his principal on account of the temptations offered to the agent to sacrifice the principal's interests to his own. Therefore, it is an undisputed rule of law that, unless with the free and intelligent consent of his principal, given after full knowledge of all the facts and circumstances, the agent cannot in the same transaction, act both for the principal and the adverse party."

If a commission merchant should make a sale of consigned grain to himself or to a firm or corporation in which he is interested, without the consignor's consent, such commission merchant would thereby be guilty of an act which is contrary to law and good morals; if, however, such sale is made with the previous consent of the consignor, a question of fact may arise as to whether such consent is so given as to free the transaction of its presumed illegality. It may be that a system of obtaining prior consents would degenerate into the practical compulsion of shippers into generally consenting to questionable and disadvantageous sales. If the Commission should so believe, it would be their duty to use all proper means to prevent the use of influence by commission merchants to obtain prior consents. If the denial of a license to any one acting on such prior consent is necessary to stop a practice either pernicious or tending toward or checking the prevention of a pernicious practice, it should be denied if within the power of the Commission.

Your second question is as to whether the Railroad and Warehouse Commission has the power to regulate or forbid the practice of commission merchants selling to themselves or to subsidiary corporations grain which has been consigned to them for sale.

I have to say that I am of the opinion that the Railroad and Warehouse Commission can make the licensing of a commission merchant, or the continuation of a license already issued depend upon the person licensed abstaining from selling grain to himself or to firms or corporations in which such commission merchant is interested. The law has recognized from time immemorial the iniquity inherent in a transaction where an agent is interested as buyer and seller of property at the same time. This universally condemned practice may be regulated or forbidden by legislative act as well as condemned by the unquestioned principles of the law. Not only may the legislature forbid a vicious and dangerous prac-

tice, but it may also prevent the doing of those things which if done make it difficult to enforce rules against the practices which it has condemned.

"When a state exerting its recognized authority, undertakes to suppress what it is free to regard as a public evil, it may adopt such measures having reasonable relation to that end as it may deem necessary in order to make its action effective. It does not follow that because a transaction separately considered is innocuous it may not be included in a prohibition the scope of which is regarded as essential in the legislative judgment to accomplish a purpose within the admitted power of the government."

Purity Extract Co. vs. Lynch 226 U. S. 192, 201.

It being shown that the legislature may prevent the sale of grain by a commission merchant to himself, or to a firm or corporation in which he is interested, the only remaining question is as to whether or not the legislature has vested in the Railroad and Warehouse Commission authority to regulate or forbid such a practice. I do not find sufficient authority given the Commission to absolutely forbid the practice and to punish it as a penal offense. I do, however, find provisions in the law which would seem to justify the Commission in refusing to license, or to continue the license of a commission merchant who persists in selling grain to himself or to a firm or corporation in which he is interested, without the consent of the shipper, or even with such consent if it be for the grain interests of the state that prior consent be not given. Some of these provisions are as follows:

In section 2100. The Commission shall exercise general supervision over the grain interests of the state . . . and shall make all proper rules and regulations for carrying out and enforcing the provisions of this chapter, and of all laws of the state relative to such subject.

In section 2114. No person shall sell on commission, any agricultural products or farm produce, without first obtaining a license from the Railroad and Warehouse Commission to carry on the business of commission merchant.

In section 2120. The Commission upon its own findings, after investigation, if the facts warrant it, may cancel the license of any person guilty of conduct prejudicial to the interests of those making consignments to him to be sold on commission.

Section 2100 has a bearing on this matter because it entrusts to the Commission the care of the grain interests of the state, and the making of rules and regulations tending to carry out the laws of the state and consequently tending to promote the grain interests of the state. While this power is general, yet it is not thereby intended to be any the less effective. The Supreme Court of this state has recognized the right of the legislature to entrust to a commission the administering of a law very general in its specified outlines. See *Elwell v. Comstock*, 99 Minn., 261. In the opinion in that case, a Tennessee law which entrusted to a commission the selection and adoption of a uniform series of text books for the schools of the state was cited with express approval.

The powers of the Commission as to certain other matters entrusted to it, by language scarcely more definite, were passed upon in the case of the *State v. C., M. & St. P. Ry. Co.*, 38 Minn. 281, in the opinion written by Justice Mitchell, of which Judge Start said in an opinion written in 1907:—

“So much of the decision as relates to the question of what is and what is not a delegation of legislative power has never been questioned and it is the law of this state.”

Within the principle laid down in the opinion in this case in the 38th Minnesota, the general power given by said Section 2100 must be held to extend to the refusing of license to a commission merchant for doing those things which are contrary to the “grain interests of the state.”

Section 2114 bears upon this question because the vesting in a commission of power to license a person to pursue an occupation carries with it a right on the part of such commission to exercise a reasonable discretion, and an occupation license is revocable because the power to revoke is correlative to and a necessary consequence of the main power to grant such license. 25 Cyc. 622-625.

Section 2120 has a direct bearing upon the question because it is, in my opinion, a statement of a general rule that the Commission may cancel the licenses of any persons who as a class or individually are guilty of a course of conduct, or of practices prejudicial to the general interests of those who ship grain to such licensed persons.

I cannot believe that the sole intention of the legislature in passing the law stated in said section was to refuse to license single individuals because of the specific defrauding of some individual who has shipped grain to such person on commission.

If, therefore, the Commission finds that a rule forbidding the practice of commission merchants to sell to themselves, or to firms or corporations in which they are interested, would promote the grain interests of the state, they may make such a rule and make it applicable both to cases where there is a prior consent and to cases where there is not.

Yours truly,

LYNDON A. SMITH,  
Attorney General.

## RULINGS ON QUESTIONS RELATING TO THE WEIGHTS AND MEASURES LAW.

**As to authority of the Commission to require installation of track scales and enforce all necessary rules and regulations with respect thereto.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., April 3, 1913.

Railroad and Warehouse Commission, St. Paul, Minn.

Gentlemen: Your chairman has asked this Department for an opinion as to whether you have authority, in ordering the installation of track scales to be used by common carriers, to require that such scales be constructed according to the specifications you may impose.

The purpose of Chapter 255, Laws of 1911, was to place under your jurisdiction all such track scales, together with the right to require the installation thereof.

In this statute, as well as in many others giving you jurisdiction over similar facilities, the legislature undoubtedly left for your determination, under the facts in each particular case, what might be the reasonable requirements of such facility.

If your right in this connection was limited to the ordering of the installing of track scales, without any right to specify the character or efficiency of the scales, or the substantial nature of the construction thereof, your order would fall far short of furnishing the shippers the needed facilities and could be made a practical nullity by the railroad company.

What may be reasonable in any given case as to the character, capacity or substantial structure of such scales, all of which relates to both efficiency and convenience, must be determined by you under all of the circumstances.

What might be necessary in one locality, or for one class of traffic, might be entirely insufficient at another place, or under other traffic conditions.

Your tribunal is doubtless vested with the power of determining all of these things, subject, of course, to review by the courts.

Yours truly,

WILLIAM J. STEVENSON,  
Assistant Attorney General.

**As to jurisdiction of State Department of Weights and Measures in its relation to local authorities.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., May 8, 1913.

Minnesota Railroad and Warehouse Commission, St. Paul, Minn.

Gentlemen: Commissioner Elmquist has inquired as to whether the ordinances of the city of Minneapolis relating to the duties of the City Weigher conflict in any respect with the Weights and Measures Department of the state, created under chapter 156, Laws of 1911.

You are advised that, in my opinion, there is no such conflict. The Minneapolis ordinances submitted to me provide for the appointment and employment of deputy city weighmasters of coal, hay and straw, and inspectors and measurers of fire wood. These officers are to devote their energies and activities toward the detecting and reporting of violations of the law, consisting of short weights or measures by means of which the public is or may be defrauded. These municipal officers have nothing whatever to do with the verifying or the testing of the scales or measures used for determining the true weight or measure of the commodity being sold. Your department of weights and measures has to do chiefly with the inspecting, testing and correcting of such weights and measures, although such department has jurisdiction over matters involving the improper use of correct scales and measures.

Your department maintains the correct standard of the appliances and instrumentalities used for determining the true weight and measure of com-

modities that are bought and sold. These Minneapolis officers are in the nature of detectives to ascertain whether those dealing in such commodities have actually weighed them, or measured them, as the case may be, and whether such weight or measure is correct.

The employees of your Department of Weights and Measures are authorized to arrest violators of chapter 156, Laws of 1911, and to otherwise enforce the proper weighing and measuring of commodities offered for sale. It cannot be said that such right is taken from local police officers or other citizens. This does not result in any overlapping of authority so as to deprive the local officers of the right to make complaints and arrests for violations coming within their notice.

Yours truly,

WILLIAM J. STEVENSON,  
Assistant Attorney General.

**As to right to contract for sale of commodities by "weight" instead of by the "bushel" as provided in Section 4, Chapter 560, G. L. 1913.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., August 12, 1913.

Hon. C. E. Elmquist, Railroad and Warehouse Commission, Capitol.

Dear Sir. You inquire whether persons may contract for the sale of the articles mentioned in Section 4 of Chapter 560, General Laws of Minnesota for 1913, without using the term "bushel" and thus evade compliance with the law which provides for the number of pounds which a bushel is required to weigh. I am of the opinion that the laws of this state do not require all contracts for the sale of the articles mentioned in said Section 4 to contain the term "bushel," nor must they always be sold by the bushel. Freedom of contract is guaranteed by the constitution. This freedom is subject to a reasonable control by the state. Under its police power the state may provide that articles shall be sold according to certain specified weights and measures in all cases where there is no agreement to the contrary. So far the law is well settled. Beyond this there is more or less disagreement as to the extent to which the police power goes in the matter of regulation of sales. The best statement of the law which I have found in any text book is one stated by Professor Freund, in the following language:

"Where a contractual relation is voluntarily entered into, rights and obligations, which are conformable to the nature of the relation may be defined by the law and made conclusive upon the parties irrespective of stipulations attempting to set them aside, especially where such stipulations involve the waiver of valuable personal rights, or where they are virtually imposed by one party without power of choice on the part of the other."

Section 503, Freund, Police Power.

The laws of the state relative to the use of the term "bushel" in contracts, do not specifically require that articles shall not be sold otherwise than by the bushel, even though they be of such a nature that they are best



and usually sold by the bushel. Laws of this character are usually qualified by the expression "unless the parties otherwise agree."

It seems to me that the legislature of the state so far has not gone to the extent of forbidding the purchase of articles en masse. The law does not go far enough to prevent the purchase of a bin of potatoes for instance, when the price paid has no relation whatever to the number of bushels contained in the bin. If no deception is used, I think that potatoes could be sold at the present time without an infraction of any law, by the sack or by the barrel, if there was in the deal no use, directly or indirectly, of the term "bushel" (or any term or any measure naturally associated with the "bushel") as related to the quantity of potatoes sold. I use potatoes simply as illustrative.

This construction of the law is strengthened by the fact that in said Chapter 560 at Section 6, after providing that in contracts for the sale of coal, charcoal and ice, the term "ton" shall mean two thousand pounds, there is used the following language:

"A sale of coal, charcoal, and ice, except by weight, is hereby prohibited."

This indicates that the legislature did not have in mind the prohibition of all sales of other commodities than coal, charcoal and ice, by a specific number of pounds weight, whether that weight be in tons or pounds, or that specified for bushels.

Yours truly,

LYNDON A. SMITH,  
Attorney General.

### **Interpretation of the provisions of Chapter 66, G. L. 1913, relating to the sale of berries, plums and similar small fruits.**

OFFICE OF THE ATTORNEY GENERAL,  
St. Paul, Minn., October 10, 1913.

Railroad and Warehouse Commission, State Capitol.

Gentlemen: Your favor of recent date enclosing letter from Commissioner Charles C. Neale has been handed to me for reply.

Our attention is called to chapter 66, General Laws 1913, which provides among other things as follows:

"It shall be unlawful for any person to sell, offer for sale, or give away, any containers for the distribution of berries, or small fruits in less quantities than one bushel, unless said containers are of the capacity of one quart, one pint or one-half pint, or multiples of a quart standard dry measure, and all sales of raspberries, blackberries, blueberries, currants, gooseberries, strawberries, and similar berries, and all plums, cherries and similar small fruit, in less quantities than one bushel shall be by dry measure, or in containers as above specified."

You submit the following questions:

"1. When berries and small fruits reach Minnesota from other states in crates that hold a number of containers, can wholesalers sell these crated containers as he receives them, whether the containers within the crate are of the legally prescribed sizes, or not?"

"2. Assuming that a crate held six containers, or any number, as originally shipped and received, and one of the two containers were sold out of the crate, could the balance of the lot be sold as a crate? That is, would the selling of a box or two out of the crate be held as breaking the original package?

"3. Has the right of contract such a legal bearing in Minnesota as to invalidate the provisions of Section 1, of Chapter 66, where provision is made for the selling of berries and small fruits in certain definite quantities only?

"4. Is Chapter 66, General Laws 1913 to be construed to mean that berries and small fruits may be sold by weight or numerical count?"

In answer to your first inquiry you are advised that whenever the law of a state directly or indirectly inhibits the receipt of an imported article, or its disposition, before it has ceased to be an article of trade between one state and another, it conflicts with a power exclusively vested in the United States. Where berries and small fruits reach Minnesota from other states, the consignee is permitted to dispose of such shipments in the original crates in which they are received, notwithstanding the provisions of Chapter 66, *supra*. This right, however, does not extend to any other person than the consignee or his agent.

In answer to your second inquiry you are advised that where the crate has been broken, it then loses its identity as an "original package" and as an article of commerce between states, and is subject to the laws of this state. Therefore, where a crate has been broken, and one or more containers have been taken from the crate, the balance of such crate is subject to the provisions of Chapter 66, *supra*.

In answer to your third inquiry, as respects the right of contract, you are advised that such right is subject to the general public welfare, and all reasonable regulations for the prevention of fraud. It has long been recognized that the state has the authority to define and provide uniform standards of weights and measures. It is, therefore, my opinion that it is a proper exercise of the police power of the state to prohibit the sale of berries, etc., in any other way than by a specified standard measure.

In answer to your fourth inquiry, you are advised that Chapter 66, *supra*, makes it unlawful for any person to sell any "berries, and all plums and similar small fruit in less quantities than one bushel" in any other way than by dry measure, or in the containers specified in Section 1 of this chapter.

Yours very truly,

ALONZO J. EDGERTON,

Assistant Attorney General.

**All fines resulting from violations of the provisions of Chapter 156, G. L. 1911, relating to weights and measures must be paid into the State Treasury and known as the "Weight and Measure Fund."**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., October 11, 1913.

Railroad and Warehouse Commission, Capitol.

Gentlemen: Your letter of September 23rd, addressed to Attorney General Lyndon A. Smith, enclosing copy of a letter from the Public Examiner

to Commissioner C. C. Neale and a letter from Mr. Neale to your department has been handed to me for attention and reply.

You submit three questions:

"1. Are the fines which are collected under Chapter 156, General Laws 1911, to be paid by the municipal courts directly into the state treasury, or are they to be paid into the city treasury?

"2. In the event that the fines are to be paid into the city treasury is it necessary for the council to pass a resolution before the city treasurer may in turn pay over these fines to the state?

"3. Are all moneys collected as a result of fines imposed for violations of the weights and measures law to be turned over to the state, regardless of whether the complainant be an employe of the Department of Weights and Measures?"

In answer to your first inquiry, your attention is called to Section 134, Revised Laws 1905, which provides as follows:

"The clerk shall receive all fines, deposits, penalties and other moneys paid into court and keep detailed accounts thereof. Upon filing the weekly reports provided for in section 135, he shall pay to the treasurer all sums then in his hands, except such fees as he is entitled to retain as part of his compensation."

It is my opinion that under the provisions above quoted, it is the duty of clerks of courts organized under the provisions of the Revised Laws of 1905, to pay into the treasury of such cities the fines referred to. However, clerks of municipal courts, organized under Chapter 229, General Laws, 1895, or similar acts, are required, in my opinion to remit the fines referred to direct to the state.

In answer to your second inquiry, you are advised that the city, in any event, has no interest or title in such fines. The council has no discretion as to the disposition of the same. The city cannot defeat the right of the state to these fines by a failure to pass a resolution directing the city treasurer to forward such fines to the state. It would therefore seem a useless ceremony to say that the council should resolve that the money belongs to the state and that the same should be remitted by such city treasurer to the state.

In answer to your third inquiry, your attention is called to Section 11, Chapter 156, General Laws 1911, which provides among other things as follows:

"All moneys appropriated or so collected, and all fines and penalties for violating any provisions of this law, shall be paid into the state treasury and known as the "weight and measure fund. "....."

The right of the Department of Weights and Measures to these fines does not depend upon who makes the complaint. The act specifies that all such fines are to be paid into the state treasury to the credit of this fund. Your third inquiry is therefore answered in the affirmative.

Yours truly,

(Signed) ALONZO J. EDGERTON,  
Assistant Attorney General.

**Held, that the term "peck" is associated with the term "bushel" as being one-fourth part thereof, and the expressions "peck" and "fifteen pounds" are essentially the same.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., October 18, 1913.

Hon. Charles E. Elmquist, Railroad and Warehouse Commission, Capitol.

Dear Sir. In reply to your letter of October 14th inquiring how many pounds of potatoes a man is entitled to when he asks his grocer for a peck, I have to say that this office takes the position that he is entitled to fifteen (15) pounds, and it is prepared to aid in the prosecution of any one who fails to deliver that number of pounds when asked for a peck of potatoes. This conforms to opinion 67 of the Selected Opinions for July and August 1913.

It is therein implied that if there is in a transaction of the kind you mention the use of "any term or any measure actually associated with a bushel," then the article is to be sold by weight if it be one of those articles mentioned in Section 4, Chapter 560, General Laws of Minnesota for 1913. The "peck" by weight is a fraction of a "ton," just as certainly as it is a fraction of a "bushel" but the term "peck" is not naturally associated with the term "ton" but is naturally, and in the minds of persons generally, associated with the term "bushel."

Yours truly,

(Signed) LYNDON A. SMITH,  
Attorney General.

**Whether or not it is legal for any person to buy barley on any other basis than by the bushel.**

OFFICE OF THE ATTORNEY GENERAL,

St. Paul, Minn., November 26, 1913.

Railroad and Warehouse Commission, Capitol.

Gentlemen: Your favor of November 8th to Attorney General Lyndon A. Smith is before me for attention.

You submit copy of contract between the Red Wing Malting Co. and one Fred Freeze, for the sale of barley upon the basis of 68 cents for each 50 pounds thereof. You inquire whether or not it is legal for any person to buy barley on any other basis than by the bushel.

Section 4, of Chapter 560, General Laws 1913, relating to this subject, provides among other things:

"In contracts for the sale of any of the following articles, the term 'bushel' shall mean the number of pounds avoirdupois herein stated:  
.....Barley — 48....."

Where the bushel standard is used, it is made unlawful for the purchaser to take any greater number of pounds than forty-eight. The law does not, however, specifically prohibit the purchase of barley otherwise than by the bushel. In the absence of such prohibition, it is my opinion that the parties referred to are at liberty to contract upon the basis proposed.

Your attention is called to the opinion of Attorney General Lyndon A. Smith to Honorable C. E. Elmquist of date August 12, 1913.

Yours truly,

ALONZO J. EDGERTON,  
Assistant Attorney General.

### THE MINNESOTA RATE CASES.

#### Supreme Court of the United States.

Nos. 291, 292, and 293.—October term, 1912.

GEORGE T. SIMPSON ET AL., APPELLANTS, v. DAVID C. SHEPARD;  
GEORGE T. SIMPSON ET AL., APPELLANTS, v. EMMA R. KENNEDY ET  
AL.; GEORGE T. SIMPSON ET AL., APPELLANTS, v. WILLIAM SHILL-  
BER.

Appeals from the Circuit Court of the United States for the District of  
Minnesota.

(June 9, 1913.)

Mr. Justice Hughes delivered the opinion of the court:

These suits were brought by stockholders of the Northern Pacific Railway Co., the Great Northern Railway Co., and the Minneapolis & St. Louis Railroad Co., respectively, to restrain the enforcement of two orders of the Railroad and Warehouse Commission of the State of Minnesota and two acts of the legislature of that State prescribing maximum charges for transportation of freight and passengers, and to prevent the adoption or maintenance of these rates by the railroad companies. In addition to the companies, the attorney general of the state, the members of the railroad and warehouse commission, and also, in the cases of the Northern Pacific and Great Northern Cos., certain representative shippers were made defendants.

The orders and acts, which by their terms related solely to charges for intrastate transportation, were as follows:

(1) The commission's order of September 6, 1906, effective November 15, 1906, fixing the maximum class rates for general merchandise.

(2) The act, approved April 4, 1907, to take effect May 1, 1907, prescribing 2 cents a mile as the maximum fare for passengers, except for those under 12 years of age, for whom the maximum rate was to be 1 cent a mile. (Laws of 1907, ch. 176.)

(3) The act approved April 18, 1907, to take effect June 1, 1907, fixing maximum commodity rates for carload lots of specified weights. (Laws of 1907, ch. 232.)

(4) The commission's order of May 3, 1907, effective June 3, 1907, establishing maximum "in-rates" for designated commodities in carload lots from St. Paul, Minneapolis, Minnesota Transfer, and Duluth to certain distributing centers. (No complaint is made of this order in the case of the Minneapolis & St. Louis Railroad Co.)

In 1905 the legislature of Minnesota had adopted a joint resolution directing the commission "to undertake the work of securing a readjustment of the existing freight rates in this state, which will give a more uniform system of rates throughout the state and a uniform class of percentages which each class rate shall bear to the first class, the readjustment to secure a substantial reduction in the existing merchandise rates." (Laws of 1905, ch. 350.) Pursuant to this direction, the commission conducted a prolonged investigation. Public hearings were held extending over several months, in which the railroad companies took an active part, submitting a large amount of testimony with respect to the matters involved. The commission found the existing class rates for general merchandise to be unreasonable and, by the order of September 6, 1906, above mentioned, established a new schedule of lower maximum rates. These rates were applied to the classes shown by the so-called "western classification" between stations

in the state. This was a classification by which articles were arranged in groups with reference to their general character, value, and the cost of transportation, and with modifications made from time to time, it had long been used by common carriers in the West and Northwest as a basis for rates, the commodities of each class taking the same rate under like conditions. In Minnesota, however, a large number of commodities, amounting to several hundred, had, by the intervention of the commission, been removed from this classification by the application of special rates known as "commodity rates" or reduced in class so that the western classification in operation in that state was very materially different from that in general use as a basis of rates in other states.

The schedules of rates set forth in the order of September 6 was such that each rate for each class bore an exact relation to each other rate. The plan of the schedule was this: For first-class merchandise an allowance of 11.02 cents per hundredweight was made for terminal charges, and, in addition, there was permitted a hauling charge of 0.9¢ of a cent for each 5 miles up to 200 miles, for each 10 miles over 200 miles up to 400 miles, and for each 20 miles over 400 miles up to 500 miles. For other classes the rates were a fixed per cent of the corresponding rates for the first-class. These rates were maximum terminal rates; that is, they related to transportation to or from certain important stations called terminal or distributing stations. Between stations neither of which is so designated the rates of the schedules might be increased by 5 per cent.

The railway companies complied with this order and the class rates were put into effect on November 15, 1906.

The commission also had under consideration a reduction in the commodity rates, at which certain commodities, such as grain, coal, lumber, and live stock, were moved in carload lots. Because of the agitation with respect to these charges the railroad companies voluntarily reduced their rates about 10 per cent on grain (Sept. 1, 1906) and coal (Oct. 22, 1906). The commission, however, on December 14, 1906, ordered a further reduction in the commodity rates. The railroad companies brought suit in the circuit court of the United States and obtained a temporary injunction restraining the enforcement of this order. Thereupon the legislature passed the act above mentioned, approved April 18, 1907, which established a new schedule of maximum commodity rates in all respects like that fixed by the commission, save that the reduction was not so great. The act grouped the various commodities which it embraced in several classes, for which different rates were prescribed. There was no fixed percentage relation between the classes and no regular rate of progression of the various charges with increasing distance. In other respects the method of making the schedules was similar to that adopted in the order of September 6, 1906, the hauling charge decreasing as the mileage increases.

The remaining action with respect to freight rates was taken by the commission in the order of May 3, 1907, for the purpose of securing more favorable in-rates to a number of minor jobbing centers. It applied to certain commodities, such as groceries in carload lots, and was supplemental to the order of September 6, 1906, being intended to re-establish the relation which had previously existed between the in-rates to these distributing points and the general schedule of class rates.

The railroad companies obeyed this order of May 3, 1907, as they had that of September 6, 1906, and they also put into effect the passenger rate of 2 cents a mile. They were about to adopt the commodity rates fixed by the act of April 18, 1907, when these suits were brought and a temporary injunction restrained them from taking that course. The other rates—that is, the class rates, special in-rates, and the passenger rates—were permitted to remain in force pending the suits.

The complainants assailed the acts and orders upon the grounds (1) that they amounted to an unconstitutional interference with interstate commerce, (2) that they were confiscatory, and (3) that the penalties imposed for their violation were so severe as to result in a denial of the equal

protection of the laws and a deprivation of property without due process of law. The jurisdiction of the circuit court was sustained in *ex parte Young* (209 U. S., 123), where it was also held that the penal provisions of the acts, operating to preclude a fair opportunity to test their validity, were unconstitutional on their face. The circuit court then referred the suits to a special master, who took the evidence and made an elaborate report sustaining the complainants' contentions. His findings were confirmed by the court, and decrees were entered accordingly, adjudging the acts and orders (with the exception, in the case of the Minneapolis & St. Louis Railroad Co., of the order of May 3, 1907) to be void and permanently enjoining the enforcement of the prescribed rates, freight and passenger, and their adoption or maintenance by the railroad companies. (184 Fed., 765.)

From these decrees the attorney general of the state and the members of the railroad and warehouse commission prosecute these appeals.

The penal provisions being separable (*Reagan v. Farmers' Loan & Trust Co.*, 154 U. S., 362, 395; *Willcox v. Consolidated Gas Co.*, 212 U. S., 19, 53, 54; *Granada Lumber Co. v. Mississippi*, 217 U. S., 433, 443; *Western Union Telegraph Co. v. Richmond*, 224 U. S., 160, 172), the question of the validity of the acts and orders fixing maximum rates is presented in two distinct aspects—(1) with respect to their effect on interstate commerce, and (2) as to their alleged confiscatory character.

First. As to interference with interstate commerce:

None of the acts and orders prescribe rates for goods or persons moving in interstate commerce. By their terms, they apply solely to commerce that is internal. Despite this obvious purport it has been found below that the inevitable effect of the state's requirements for intrastate transportation was to impose a direct burden upon interstate commerce and to create unjust discriminations between localities in Minnesota and those in adjoining states; and hence that they must fall as repugnant to the commerce clause and to the action of congress under it. To support its conclusion, the circuit court presents an impressive array of facts drawn from the approved findings of the master. (184 Fed., 775-792.) Without giving all the details they embrace, these findings may be summarized as follows:

I. The railroad property of each of the three companies constitutes a single system. On June 30, 1906, the Northern Pacific Railway Co. (a Wisconsin corporation) operated 7,695 miles of track, of which 1,625 miles were in Minnesota. The Great Northern Railway Co. (a Minnesota corporation) at the same time operated 8,528 miles of track, of which 2,779 miles were in Minnesota. Their lines extend westerly from Superior, Wis., and Duluth, Minn., and from St. Paul and Minneapolis, through the states of Minnesota, North Dakota, Montana, Idaho, Washington, and Oregon, to the Pacific Coast. The Minneapolis & St. Louis Railroad Co. (also a Minnesota corporation) operated 1,028 miles of track running from St. Paul and Minneapolis westerly and southerly to points in South Dakota and Iowa. In the case of each company, the movement of interstate and local traffic takes place at the same time, on the same rails, with the same employees, and largely by means of the same trains and cars. There has never been a separation, and it is impracticable in the exercise of fair economy to make a separation between the interstate and intrastate business in the case either of freight or of passengers. By far the larger part of the traffic is interstate. In the year 1906 the freight business of the Northern Pacific Co., local to Minnesota, was 2.67 per cent of its entire freight business and 12.33 per cent of its freight business touching the state, and its passenger business local to the state was 5.79 per cent of its entire passenger business and 67.21 per cent of its passenger business touching the state.

The conditions attending the transportation of passengers and freight are substantially the same for like distances within those portions of the states of Wisconsin, Minnesota, North Dakota, and South Dakota reached by the lines of these companies, whether the transportation is interstate

or wholly intrastate. Prior to the acts and orders in question, the companies had maintained rates which were relatively fair and not discriminatory as between interstate and intrastate business; and it is concluded that any substantial change in the basis of rates thus established, due only to the fact that the transportation was interstate or was local to a state, and any substantial difference in rates as between the two sorts of traffic, would constitute unjust discrimination in fact.

II. The state line of Minnesota on the east and west runs between cities which are in close proximity. Superior, Wis., and Duluth, Minn., are side by side at the extremity of Lake Superior. Opposite one another, on the western boundary of the state, lie Grand Forks, N. D., and East Grand Forks, Minn.; Fargo, N. D., and Moorhead, Minn.; and Wahpeton, N. D., and Breckenridge, Minn. The cities in each pair ship and receive to and from the same localities the same kinds of freight. The railroad companies have always put each on a parity with the other in the matter of rates, and if there were a substantial difference it would cause serious injury to the commerce of the city having the higher rate. If the Northern Pacific Co. failed to maintain as low rates on traffic in and out of Superior as on that to and from Duluth, its power to transact interstate business between Superior and points in Minnesota would be seriously impaired and the value of its property in Superior would be depreciated.

The maximum class rates fixed by the order of September 6, 1906, were from 20 per cent to 25 per cent lower than those theretofore maintained by the Northern Pacific and Great Northern Cos. for transportation in Wisconsin, Minnesota and North Dakota, whether such transportation was local to one of these states or was interstate between any two of them. When the Northern Pacific Co., pursuant to this order, installed the new intrastate rates, it reduced its interstate rates between Superior and points in Minnesota to an exact parity with its rates from Duluth. Reduction was also made in the rates between both Duluth and Superior and the above-mentioned points on the western boundary so as to put the border cities in North Dakota on an equal basis with the neighboring cities in Minnesota. This reduction was substantial and, had it not been made, the places adjoining the boundary but outside the state could not have competed with those within. Although the Northern Pacific Co. thereby suffered a substantial loss in revenue from its interstate business, it had the choice of submitting to that loss or suffering substantial destruction of its interstate commerce to these border localities in articles covered by the orders. At the same time the Great Northern Co. made similar reductions, although in its case the transportation between Duluth and points in Minnesota was interstate, its line passing through Wisconsin. The reason for these reductions was to preserve the relation in rates from Duluth which had always existed between localities on the Great Northern line and those similarly situated on the line of the Northern Pacific and to meet the reduced rates on the latter.

III. Moorhead, Minn., Fargo and Bismarck, N. D., Billings and Butte, Mont., are so-called jobbing centers. Rates had always been accorded to them by the Northern Pacific Co. which would allow them to compete with their nearest neighbors and with St. Paul, Minneapolis, and Duluth. The order of September 6, 1906, as supplemented by that of May 3, 1907, substantially reduced carload rates from the eastern terminals to Moorhead. This reduction would have given Moorhead an advantage in territory accessible to its jobbing industry not only as against Fargo, unless carload rates to Fargo were similarly reduced, but also as against Duluth, St. Paul, and Minneapolis unless less-than-carload rates from these places to points accessible to Moorhead, which included a considerable territory in North Dakota, were proportionately reduced. If Fargo were protected as against Moorhead, it would have an advantage over Bismarck in territory common to them both and an advantage over the eastern terminals in territory common to them and to Fargo, unless carload rates from the eastern terminals to Bismarck and less-than-carload rates from those terminals



to the territory accessible to Fargo were correspondingly reduced; and so on from distributing point to distributing point.

IV. Every rate comprehends two terminal charges, the initial and the final, and a haulage charge. It is declared to be a cardinal principle of rate making that a rate for a longer distance should be proportionately smaller than one for a shorter distance; for even if the haulage charge in the former case were the same per mile, the rate per ton per mile should be less for the longer haul, as the terminal charges would be spread over a greater distance. A comparison disclosed that the rates established by the order of September 6, 1906, and maintained by the Northern Pacific Co. between St. Paul and Moorhead were in general substantially less than the proportion of the interstate rates maintained by the company to various points in North Dakota and Montana, based on the mileage in Minnesota as compared to that of the entire haul. Maintaining such a relation of rates involves, it is found, substantial and unjust discrimination in fact against the interstate localities.

V. After the installation by the Great Northern and Northern Pacific companies of the rates prescribed by the order of September 6, 1906, it appeared that the sum of the local rates from St. Paul to Moorhead and from Moorhead to many points in North Dakota was less than the interstate rates theretofore maintained from St. Paul to these points. Both companies thereupon established rates from St. Paul to the North Dakota points as a rule no greater than the sum of the locals on Moorhead, but substantially lower in general than the interstate rates in force when the order took effect. Maintaining interstate rates from St. Paul to North Dakota localities substantially greater than the sum of the locals based on the state line would have caused unjust discrimination in fact. The actual reason for the reduction in the interstate rates was to prevent trans-shipment at Moorhead in order to take advantage of the lower sum of the locals and to retain on its line traffic which might reach Moorhead over other lines by reason of competition, and, as to less-than-carload lots, to enable jobbers in the Twin Cities and Duluth to compete with those in Moorhead and Fargo in territory which otherwise the latter would have exclusively occupied by reason of their closer proximity.

VI. It is further held to be one of the fundamental dogmas of rate making that the haulage charge per mile should not increase with increasing distance if the conditions be the same. Under the progressive decrease in the haulage charge within the state, provided by the order of September 6, 1906, 100 pounds of merchandise transported by the Northern Pacific from St. Paul to Moorhead, 248 miles, would have been hauled for 48 miles, at the rate of .98 cents per 10 miles, when Moorhead is reached. If the same haulage charge of .98 cents per 10 miles were applied for the remaining distance to Spokane, 1,510 miles from St. Paul (which is said to be taken as a fair example merely to illustrate the principle), it would produce a rate from St. Paul to Spokane on first-class merchandise of 1.79 per hundred-weight. The Interstate Commerce Commission in the Spokane rate case fixed the reasonable rate on first-class merchandise from St. Paul to Spokane of \$2.50 per hundred weight. Maintaining this rate and the state schedule in Minnesota at the same time necessarily involves the raising of the per-mile haulage charge after the Minnesota state line has been crossed, or the charge of a higher rate within Minnesota for its mileage proportion of long-haul interstate business than for business local to the state which is carried under the same conditions, and hence is found to result in unjust discrimination in fact against localities west of the Minnesota line.

VII. For more than 25 years the Northern Pacific Co. has maintained an equal basis of rates on merchandise between its eastern and western terminals, respectively, and Butte, Mont., and between its eastern and western terminals, respectively, and localities intermediate between them and Butte. Other railroads reaching Butte have during the same time maintained like rates to Butte from Sioux City, Omaha, St. Joseph, and Kansas City on the east, and from San Francisco, Sacramento, and Los Angeles on

the west. Butte has been as the hub of a wheel with spokes representing equal rates to these various cities. Industries, it is said, have been born and have grown in reliance upon this parity of rates. Intermediate points have had rates fixed in proportion to the Butte rates. Competition of markets and of carriers has brought this about. The Northern Pacific Co. can not maintain the state rates between its eastern terminals and Moorhead, and at the same time its interstate rates from its eastern terminals to Butte without substantial discrimination in fact against Butte or localities intermediate between its eastern terminals and Butte. If it lowers its rates from its eastern terminals to Butte and intermediate stations to such an extent as to obviate this discrimination, it must, to preserve the relation which has always existed, lower to a like extent its rates from its western terminals to Butte and intermediate stations. Consequently, it is found that if the Northern Pacific Co. maintains the commission-made rates between its eastern terminals and Moorhead, it must either substantially discriminate in fact or destroy the general relation of rates which has existed for many years in the territory between the Missouri River and the Pacific coast.

VIII. Prior to the taking effect of the order of September 6, 1906, the Great Northern and Northern Pacific Companies had established joint through rates in connection with other carriers from all localities east or south of Minnesota to all points in Minnesota west of St. Paul and Minneapolis. After the rates prescribed by this order were installed, the sum of the locals on St. Paul from all localities south and east of Minnesota to points in Minnesota west of St. Paul and Minneapolis, was substantially less than the then existing interstate rates for the through haul to such western points. To avoid the resulting discrimination in favor of St. Paul, the companies withdrew the existing interstate rates and established a new tariff no higher than the sum of the locals on St. Paul.

IX. Further illustrations are given of inequalities resulting from the reduced Minnesota rates as compared with rates for like transportation under similar conditions into adjoining states, as, for example, from Moorhead easterly to Minnesota points and westerly into North Dakota, and also of the effects produced in the application of the state rates by reason of the difference in the distance from St. Paul, at which the state line is reached on similar hauls over different lines. As the schedule of September 6, 1906, prescribes a fixed relation between rates for different distances and different classes, the conclusion is that if the rule must be adhered to in Minnesota, it can not be departed from substantially because of the intervention of a state line at one distance or another without involving unjust discrimination in fact.

It is found further that while, after the order of September 6, 1906, became effective, both the Great Northern and the Northern Pacific Cos. reduced certain interstate rates, as already mentioned, the reduction was not to such extent as to remedy the discrimination resulting from the fact that in most cases the general basis of rates within Minnesota was substantially lower than that maintained in North Dakota or upon traffic crossing the state line.

X. The similarity in the conditions of interstate and intrastate transportation is found also with respect to the commodities for which rates were prescribed by the act of April 18, 1907 (ch. 232). The main lines and branches of the Northern Pacific and Great Northern Cos. within Minnesota and North Dakota, with the exception of certain limited tracts, lie within grain fields, and grain is shipped in substantial quantities from nearly all stations in these fields to Duluth, Minneapolis, and Superior. Shipments of coal originate at the head of the lakes—that is, at Duluth or Superior—and find their destination at all localities served by the companies in Minnesota and eastern North Dakota. Shipments of lumber originate at Duluth, Cloquet, Little Falls, and other places in Minnesota, and are destined to points throughout Minnesota and North Dakota. Shipments of live stock are made in Minnesota, South Dakota, and eastern Montana and go to South St. Paul or Chicago. So far as the conditions of transportation are con-

cerned, it matters not, as to commodities moving eastwardly, whether the shipment is made in Montana, North Dakota, or Minnesota, or the transportation ends in Minnesota or in Wisconsin, and, as to commodities moving westwardly, whether the shipments are from Minnesota points or from Superior or whether they find their destination in Minnesota or in North Dakota. The conclusion is that to maintain the commodity rates for transportation wholly within Minnesota simultaneously with the interstate rates now in force would involve unjust discrimination and would seriously impair the interstate business of the companies, to avoid which it would be necessary to reduce the basis of the interstate rates to a substantial parity with that prescribed by the State law. It is also stated that if the rates fixed by chapter 232 of the Laws of 1907 should become effective, the rate on shipments of wheat, with milling-in-transit privileges, from points in Minnesota via Minneapolis to Chicago, would be automatically reduced and that unless all interstate rates between Minnesota points and Chicago via interior mill towns with similar privileges should be correspondingly reduced, Minneapolis would have a substantial advantage over such towns in its interstate rates.

XI. Prior to the act of 1907, fixing the rate of 2 cents a mile, the general basis of rates for passengers (of 12 years of age or over) between any two points on the Northern Pacific system, had been for some years 3 cents a mile. After the new State rate had been installed, the sum of the locals between Moorhead and other Minnesota points and Moorhead and points westerly thereof was less than the then existing through interstate rates. The passenger-fare act took effect May 1, 1907, and in the first month thereafter the revenue for passengers on the Northern Pacific line between Moorhead and other Minnesota points increased 647 per cent over that of the corresponding month of the preceding year, while, eliminating Moorhead business, the revenue for passenger business within the State decreased 2 per cent. In June, 1907, the second month, there were sold by the Northern Pacific Co., 4,037 tickets between St. Paul or Minneapolis, on the one hand and Moorhead or East Grand Forks, on the other, as compared with only 172 such tickets in the corresponding month of the year before; and in June, 1907, there were sold only 173 tickets between St. Paul or Minneapolis and Grand Forks and Fargo, as compared with 984 such tickets in the corresponding month of the previous year. In May and June, 1906, only one cash full fare was collected on a train from Moorhead to St. Paul or Minneapolis. In those months in 1907 there was 1,168 cash full fares and 82 cash half fares so collected. Hence, it is said, the necessary, immediate, and direct effect of the law was to deprive the Northern Pacific Co. of a substantial amount of its interstate passenger business through Moorhead.

Notwithstanding the facility with which interstate passengers could avoid the discrimination against them by making two contracts with the company, it is found that discrimination, in fact, still existed against the interstate passenger who, applying for a through ticket, did not know that the sum of the locals on Moorhead was less than the through rate, against the passenger with a trunk which he could not check through unless on a through ticket, and against a passenger who was compelled to use a sleeping car. The Northern Pacific Co. shortly remedied this discrimination by reducing all its interstate fares for passenger transportation through Moorhead to an amount no greater than the sum of the locals over Moorhead. Before this reduction Wisconsin had fixed the maximum passenger fare at 2 cents a mile, and North Dakota at  $2\frac{1}{2}$  cents a mile. The rates thereafter established by the Northern Pacific Co. between St. Paul, for example, and points in North Dakota and beyond, and by the Northern Pacific Co. jointly with other companies for transportation between points easterly of Minnesota and points on the line of the Northern Pacific, were in general less than the previous rates by approximately 1 cent per mile for the mileage in Wisconsin and Minnesota, and by one-half cent per mile for the mileage in North Dakota. It is concluded that these reductions were compelled to avoid unjust discrimination and in order that the companies might transact interstate passenger business freely and without impairment of volume.

There are added various hypothetical calculations of the losses which would have been sustained if the basis prescribed by the State acts and orders had been applied to the interstate business and to local business in other States. We shall have occasion later to refer to the actual results of the business of the railroad companies during the time that the rates fixed by the acts and orders (with the exception of the commodity rates) were in force, and to the effect upon revenue which the adoption of the commodity rates would have had.

The foregoing findings, as stated by the master, were made "without regard to the justness or otherwise in fact of the interstate rates so affected by such local rates." The determination of the reasonableness of the interstate rates was not deemed to be within the province of the court.

The appellants do not concede the correctness of the findings in their full scope and insist upon qualifications. They deny that the evidence justified the finding that the companies had maintained "an equable, that is, relatively fair, basis of rates" prior to the acts and orders in question. The general or comprehensive system of interdependent and fairly related rates, each so equitably adjusted to the others that any local change must of necessity throw the whole out of balance, is declared to exist only in imagination—to be a fiction constructed in disregard of the facts of rate making and without attention to the inconsistencies shown by the schedules which had been in force. The actual reductions in interstate rates, which followed upon the adoption of the State tariffs, were made, it is urged, in rates voluntarily established by the companies themselves which had not been declared to be reasonable by competent authority and in any case furnish no standard by which the validity of the action of the State, in the control of its internal affairs, should be judged. The appellants say that the local rates in Minnesota were incongruous and unreasonable; that frequent changes in the interest of favored shippers had been made through the filing of temporary intrastate tariffs until the practice was stopped by a statute of 1905 (ch. 176) forbidding changes without the consent of the commission; that with respect to grain and live stock, the principal agricultural products of the State, the companies maintained an "inharmious jumble of arbitrary rates"; and that the acts and orders in question were designed to correct inequalities in the intrastate tariffs and to prescribe charges which, upon thorough investigation and after public hearings in which the companies participated, were found to be reasonable and were brought into suitable relation with each other by means of a scientific plan. And it is denied that unjust discrimination as against localities without the state can be predicated of the establishment of reasonable state rates.

It is also insisted that the prescribed intrastate freight rates were not in general lower than the existing interstate rates. Reference is made to the long-distance traffic which, it is said, was moved within the State on proportionals of long-haul rates which were much below the local rates fixed by the State. It is pointed out that the master found, in passing upon the question whether the rates were confiscatory, that the gross revenue which was derived from the intrastate freight business during the fiscal year ending June 30, 1908, (when all the rates in question were in force save the commodity rates), was greater per ton-mile than that derived in the same period from the interstate business within the State, being in the case of the Northern Pacific Co. in the ratio of 1.4387 to 1 and in that of the Great Northern Co. of 2.02894 to 1. The appellants also contest the validity of the argument based on an hypothetical extension beyond the State line of the "rate of progression" for additional distance which had been prescribed by the State solely with reference to internal traffic, and they submit illustrations of incongruities which they contend would be shown by a similar extension of the rate of progression disclosed by the former intrastate tariffs of the companies. Again, it is urged that the extent of the reductions attributable to the 2-cent fare law may not be estimated properly by a comparison with the former maximum rate of 3 cents a mile. Various rates had been in force less than the maximum allowed

For the six years prior to the 2-cent fare law the average rate per passenger per mile for intrastate transportation in Minnesota, on the Northern Pacific line, had ranged from 2.299 cents in 1901 to 2.435 cents in 1905; 2.406 cents in 1906, and 2.197 cents in 1907;<sup>1</sup> and during the same time the average rate per passenger per mile for interstate transportation in Minnesota varied from 2.075 cents in 1901, 2.027 cents in 1905, 1.949 cents in 1906, and 1.981 cents in 1907.<sup>1</sup> In the fiscal year ending June 30, 1908, with the 2-cent fare law in force, the average rate per passenger per mile in Minnesota was 1.930 cents for intrastate and 1.928 cents for interstate carriage.

It is conceded, however, that the schedules fixed for intrastate transportation "necessarily disturbed the equilibrium theretofore existing between the rates on the two classes of business" (State and interstate) "on the boundary lines." This applies to the rates to and from the cities situated on opposite sides of the Red River of the North, the boundary between Minnesota and North Dakota, and to and from Duluth and Superior on the eastern boundary. The reduction of the State rates brought them below the level of the interstate rates in those instances in which formerly both had been maintained on a parity. So, also, whatever may be said as to the nonexistence of a general or comprehensive system of equitably adjusted rates, it is clear that there are competitive areas crossed by the state line of Minnesota and that the state's requirements altered the existing relation between state and interstate rates as to places within these zones of competition and not merely as to the cities on the boundary of the State.

The situation is not peculiar to Minnesota. The same question has been presented by the appeals, now before the court, which involve the validity of intrastate tariffs fixed by Missouri, Arkansas, Kentucky, and Oregon. Differences in particular facts appear, but they can not be regarded as controlling. A scheme of state rates framed to avoid discrimination between localities within the State and to provide an harmonious system for intrastate transportation throughout the State naturally would embrace those places within the State which are on or near the State's boundaries; and when these are included in a general reduction of intrastate rates there is, of course, a change in the relation of rates as theretofore existing to points adjacent to but across the State line. Kansas City, Kans., and Kansas City, Mo.; East St. Louis, Ill., and St. Louis, Mo.; Omaha, Nebr., and Council Bluffs, Iowa; Cincinnati, Ohio, and Covington and Newport, Ky., and many other places throughout the country which might be mentioned present substantially the same conditions as those here appearing with respect to localities on the boundaries of Minnesota. It is also a matter of common knowledge that competition takes but little account of state lines, and in every part of the land competitive districts embrace points in different States.

With appreciation of the gravity of the controversy, the railroad com-

<sup>1</sup> The 2-cent fare law was in force for two months of the fiscal year ending June 30, 1907.

<sup>2</sup> Nebraska, Iowa, Kansas, South Dakota, North Dakota, Oklahoma, Missouri, and Texas.

missioners of eight States<sup>2</sup> have filed their brief as amici curiae in support of the appeals, stating that if the doctrine of the court below were accepted the regulation by the States of rates for intrastate transportation would be practically destroyed. They say that "there is practically no movement of traffic between two towns within a State that does not come into competition with some interstate haul," and that "if the disturbance of the existing relation between competitive state and interstate rates is the correct criterion no reduction can be made in State rates without interfering with interstate commerce." The governors of three States, pursuant to a resolution of a conference of the governors of all the states, have also presented by leave of the court their argument in defense of the position taken by Minnesota. They do not seek "to belittle the effect of the action of Minnesota on the business between the places" named in the findings, but they are convinced that if the principle announced by the circuit court is upheld it can be made to apply by a showing of similar facts in

virtually every state. Insisting that under their reserved power "the right of the states to regulate their own commerce is as clear and broad as that of congress to regulate interstate commerce," they assail the decision below, not upon the ground that it incorrectly sets forth conditions in Minnesota and adjoining states, but for what they consider to be "its plain disregard of the provisions of the federal constitution, which establish the relations between the nation and the states." "The operation of these provisions," they maintain, "was not made to depend on geography or convenience or competition. They can not apply in one state and not in another, according to circumstances as they may be found by the courts, because they are vital principles which constitute the very structure of our dual form of government."

The controversy thus arises from opposing conceptions of the fundamental law, and of the scope and effect of federal legislation, rather than from differences with respect to the salient facts.

For the purpose of the present inquiry the rates fixed by the state must be assumed to be reasonable rates so far as intrastate traffic is concerned; that is, they must be taken to be rates which the state, in the exercise of its legislative judgment, could constitutionally fix for intrastate transportation separately considered. If the state rates are not of this character—a question to be dealt with later—they can not be sustained in any event; but assuming them to be otherwise valid, the decree below; with respect to the present branch of the case, rests upon two grounds; (1) That the action of the state imposes a direct burden upon interstate commerce; and (2) that it is in conflict with the provisions of the act to regulate commerce.

These grounds are distinct. If a state enactment imposes a direct burden upon interstate commerce, it must fall regardless of federal legislation. The point of such an objection is not that congress has acted, but that the state has directly restrained that which in the absence of federal regulation should be free. If the acts of Minnesota constitute a direct burden upon interstate commerce, they would be invalid without regard to the exercise of federal authority touching the interstate rates said to be affected. On the other hand, if the state, in the absence of federal legislation, would have had the power to prescribe the rates here assailed, the question remains whether its action is void as being repugnant to the statute which congress has enacted.

Prior to the passage of the act to regulate commerce, carriers fixed their interstate rates free from the actual exertion of federal control; and under that act, as it stood until the amendment of June 29, 1906, the Interstate Commerce Commission had no power to prescribe interstate rates. (*Interstate Commerce Commission v. C., N. O. & T. P. Ry Co.*, 167 U. S., 479, 511.) The states, however, had long exercised the power to establish maximum rates for intrastate transportation. Was this power, apart from federal action, subject to the limitation that the state could not fix intrastate rates, reasonable as such, generally throughout the state, but only as to such places and in such circumstances that the interstate business of the carriers would not be thereby affected? That is was the state debarred from fixing reasonable rates on traffic, wholly internal, as to all state points so situated that as a practical consequence the carriers would have to reduce the rates they had made to competing points without the state in order to maintain the volume of their interstate business or to continue the parity of rates or the relation between rates as it had previously existed? Was the state, in prescribing a general tariff of reasonable intrastate rates otherwise within its authority bound not to go below a minimum standard established by the interstate rates made by the carriers within competitive districts? If the state power, independently of federal legislation, is thus limited, the inquiry need proceed no further. Otherwise it must be determined whether congress has so acted as to create such a restriction upon the state authority theretofore existing.

(1) The general principles governing the exercise of state authority when interstate commerce is affected are well established. The power of congress to regulate commerce among the several states is supreme and plenary. It is "complete in itself, may be exercised to its utmost extent, and acknowledges no limitations, other than are prescribed in the constitution." (*Gibbons v. Ogden*, 9 Wheat., 1, 196.) The conviction of its necessity sprang from the disastrous experiences under the confederation, when the states vied in discriminatory measures against each other. In order to end these evils, the grant in the constitution conferred upon congress an authority at all times adequate to secure the freedom of interstate commercial intercourse from state control and to provide effective regulation of that intercourse as the national interest may demand. The words "among the several states" distinguish between the commerce which concerns more states than one and that commerce which is confined within one state and does not affect other states. "The genius and character of the whole government," said Chief Justice Marshall, "seems to be that its action is to be applied to all the external concerns of the nation, and to those internal concerns which affect the states generally; but not to those which are completely within a particular state, which do not affect other states, and with which it is not necessary to interfere for the purpose of executing some of the general powers of the government. The completely internal commerce of a state, then, may be considered as reserved for the state itself." (*Id.*, p. 195.) This reservation to the states manifestly is only of that authority which is consistent with and not opposed to the grant to congress. There is no room in our scheme of government for the assertion of state power in hostility to the authorized exercise of federal power. The authority of congress extends to every part of interstate commerce and to every instrumentality or agency by which it is carried on; and the full control by congress of the subjects committed to its regulation is not to be denied or thwarted by the commingling of interstate and intrastate operations. This is not to say that the Nation may deal with the internal concerns of the state as such, but that the execution by congress of its constitutional power to regulate interstate commerce is not limited by the fact that intrastate transactions may have become so interwoven therewith that the effective government of the former incidentally controls the latter. This conclusion necessarily results from the supremacy of the national power within its appointed sphere. (*McCulloch v. Maryland*, 4, Wheat., 316, 405, 426; *The Daniel Ball*, 10 Wall., 557, 565; *Smith v. Alabama*, 124 U. S., 465, 473; *Baltimore & Ohio R. R. Co. v. Interstate Commerce Commission*, 221 U. S., 612, 618, 619; *Southern Railway Co. v. United States*, 222 U. S., 20, 26, 27; *Mondou v. N. Y., N. H. & H. R. R. Co.*, 223 U. S., 1, 47, 54, 55.)

The grant in the constitution of its own force, that is, without action by congress, established the essential immunity of interstate commercial intercourse from the direct control of the states with respect to those subjects embraced within the grant which are of such a nature as to demand that if regulated at all their regulation should be prescribed by a single authority. It has repeatedly been declared by this court that as to those subjects which require a general system or uniformity of regulation the power of congress is exclusive. In other matters, admitting of diversity of treatment according to the special requirements of local conditions, the states may act within their respective jurisdictions until congress sees fit to act, and when congress does act the exercise of its authority overrides all conflicting state legislation. (*Cooley v. Board of Wardens*, 12 Wheat., 299, 319; *Ex parte McNeil*, 13, Wall, 236, 240; *Welton v. Missouri*, 91 U. S., 275, 280; *County of Mobile v. Kimball*, 102 U. S., 691, 697; *Gloucester Ferry Co. v. Pennsylvania*, 114 U. S., 196, 204; *Bowman v. Chicago, etc., Railway Co.*, 125 U. S., 465, 481, 485; *Gulf, Colorado & Santa Fe Ry. Co. v. Hefley*, 158, U. S., 103, 104; *Northern Pacific Ry. Co. v. Washington*, 222 U. S., 370, 378; *Southern Ry. Co. v. Reid*, 222 U. S., 424, 436.)

The principle which determines this classification underlies the doctrine that the states can not, under any guise, impose direct burdens upon interstate commerce for this is but to hold that the states are not permitted directly to regulate or restrain that which from its nature should be under the control of the one authority and be free from restriction save as it is governed in the manner that the national legislature constitutionally ordains

Thus, the states can not tax interstate commerce, either by laying the tax upon the business which constitutes such commerce or the privilege of engaging in it, or upon the receipts as such derived from it (*State Freight Tax Case*, 15 Wall., 232; *Robbins v. Shelby Taxing District*, 120 U. S., 489; *Philadelphia & Southern Mail S. S. Co. v. Pennsylvania*, 122 U. S., 326; *Leloup v. Mobile*, 127 U. S., 640; *McCall v. California*, 136 U. S., 104; *Brennan v. Titusville*, 156 U. S., 289; *Galveston, Harrisburg & San Antonio Railway Co. v. Texas*, 210 U. S., 217; *Western Union Telegraph Co. v. Kansas*, 216 U. S., 1; *Pullman Co. v. Kansas*, 216 U. S., 56; *Meyer v. Wells, Fargo & Co.*, 223 U. S., 298; *Crenshaw v. Arkansas*, 227 U. S., 389; or upon persons or property in transit in interstate commerce (*Passenger Cases*, 7 How., 283; *Crandall v. Nevada*, 6 Wall., 35; *State Freight Tax Case*, supra, p. 281; *Coe v. Errol*, 116 U. S., 517; *Kelley v. Rhoads*, 188 U. S., 1; *Bacon v. Illinois*, 227 U. S., 504).

They have no power to prohibit interstate trade in legitimate articles of commerce (*Bowman v. Chicago, etc., Railway Co.*, supra; *Lelsy v. Hardin*, 135 U. S., 100; *Vance v. Vandercock Co. (No. 1)*, 170 U. S., 438; *Schollenberger v. Pennsylvania*, 171 U. S., 1; *Oklahoma v. Kansas Natural Gas Co.*, 221 U. S., 229; *L. & N. R. R. Co. v. Cook Brewing Co.*, 223 U. S., 70); or to discriminate against the products of other states (*Ward v. Maryland*, 12 Wall., 418; *Welton v. Missouri* supra; *Railroad Co. v. Husen*, 95 U. S., 465; *Guy v. Baltimore*, 100 U. S., 434; *Walling v. Michigan*, 116 U. S., 446; *Minnesota v. Barber*, 136 U. S., 313; *Brimmer v. Rebman*, 138 U. S., 78; *Darnall v. Memphis*, 208 U. S., 113); or to exclude from the limits of the state corporations or others engaged in interstate commerce or to fetter by conditions their right to carry it on (*Crutcher v. Kentucky*, 141 U. S., 47; *Western Union Telegraph Co. v. Kansas*, supra; *Pullman Co. v. Kansas*, supra; *International Text Book Co. v. Pigg*, 217 U. S., 91; *Bucks Stove Co. v. Vickers*, 226 U. S., 205); or to prescribe the rates to be charged for transportation from one state to another, or to subject the operations of carriers in the course of such transportation to requirements that are unreasonable or pass beyond the bounds of suitable local protection (*Wabash, etc., Railway Co. v. Illinois*, 118 U. S., 557, 577; *Covington, etc., Bridge Co. v. Kentucky*, 154 U. S., 204; *Louisville & Nashville R. R. Co. v. Eubank*, 184 U. S., 27; *Hanley v. Kansas City Southern Ry. Co.*, 187 U. S., 617; *R. R. Commission of Ohio v. Worthington*, 225 U. S., 101; *Texas & N. O. R. R. Co. v. Sabine Trans. Co.*, 227 U. S., 111; *Hall v. De Cuir*, 95 U. S., 485, 488; *Cleveland, etc., Railway Co. v. Illinois*, 177 U. S., 514; *Houston, etc., R. R. Co. v. Mayes*, 201 U. S., 321; *McNeil v. Southern Railway Co.*, 202 U. S., 543; *Mississippi R. R. Co. v. Illinois Cent. R. R. Co.*, 203 U. S., 335; *Atlantic Coast Line v. Wharton*, 207 U. S., 328; *St. Louis Southwestern Ry. Co. v. Arkansas*, 217 U. S., 136; *Herndon v. C. R. I. & Pac. R. R. Co.*, 218 U. S., 135; *Yazoo, etc., R. R. Co. v. Greenwood Grocery Co.*, 227 U. S., 1).

But within these limitations there necessarily remains to the states, until congress acts, a wide range for the permissible exercise of power appropriate to their territorial jurisdiction although interstate commerce may be affected. It extends to those matters of a local nature as to which it is impossible to derive from the constitutional grant an intention that they should go uncontrolled pending federal intervention. Thus, there are certain subjects having the most obvious and direct relation to interstate commerce, which nevertheless, with the acquiescence of congress, have been controlled by state legislation from the foundation of the government because of the necessity that they should not remain unregulated and that



their regulation should be adapted to varying local exigencies; hence, the absence of regulation by congress in such matters has not imported that there should be no restriction, but rather that the states should continue to supply the needed rules until congress should decide to supersede them. Further, it is competent for a state to govern its internal commerce, to provide local improvements, to create and regulate local facilities, to adopt protective measures of a reasonable character in the interest of the health, safety, morals, and welfare of its people, although interstate commerce may incidentally or indirectly be involved. Our system of government is a practical adjustment by which the national authority as conferred by the constitution is maintained in its full scope without unnecessary loss of local efficiency. Where the subject is peculiarly one of local concern, and from its nature belongs to the class with which the state appropriately deals in making reasonable provision for local needs, it can not be regarded as left to the unrestrained will of individuals because congress has not acted, although it may have such a relation to interstate commerce as to be within the reach of the federal power. In such case, congress must be the judge of the necessity of federal action. Its paramount authority always enables it to intervene at its discretion for the complete and effective government of that which has been committed to its care, and, for this purpose and to this extent, in response to a conviction of national need, to displace local laws by substituting laws of its own. The successful working of our constitutional system has thus been made possible.

The leading illustrations may be noted. Immediately upon the adoption of the Constitution, Congress recognized the propriety of local action with respect to pilotage, in view of the local necessities of navigation. (Act of Aug. 7, 1789, c. 9, s. 4; 1 Stat. 53, 54; *Cooley v. Board of Wardens*, supra.) It was 60 years before provision for federal license of pilots was made (act of Aug. 30, 1852, c. 106; 10 Stat. 61), and even then port pilots were not included. (*Steamship Co. v. Joliffe*, 2 Wall., 450, 459.) And while Congress has full power over the subject and to a certain extent has prescribed rules, it is still in a large measure subject to the regulation of the States. (*Anderson v. Pacific Coast S. S. Co.*, 225 U. S., 187.)

A state is entitled to protect its coast, to improve its harbors, bays, and streams, and to construct dams and bridges across navigable rivers within its limits unless there is conflict with some act of Congress. Plainly in the case of dams and bridges interference with the accustomed right of navigation may result. But this exercise of the important power to provide local improvements has not been regarded as constituting such a direct burden upon intercourse or interchange of traffic as to be repugnant to the Federal authority in its dormant state. (*Willson v. Blackbird Creek Marsh Co.*, 2 Pet., 245; *Gilman v. Philadelphia*, 3 Wall., 713; *Pound v. Turck*, 95 U. S., 459; *County of Mobile v. Kimball*, supra; *Escanaba Co. v. Chicago*, 107 U. S., 678; *Cardwell v. American Bridge Co.*, 113 U. S., 205; *Huse v. Glover*, 119 U. S., 543, 547; *Willamette v. Hatch*, 125 U. S., 1; *Lake Shore & Michigan Ry. Co. v. Ohio*, 165, U. S., 365; *Cummings v. Chicago*, 188 U. S., 410; *Manigault v. Springs*, 199 U. S., 473.) Thus, in *Gilman v. Philadelphia*, supra, the complainants were the owners of a valuable wharf and dock property in the Schuylkill River and sought to prevent the construction of a bridge which had been authorized by the Legislature of Pennsylvania to connect East and West Philadelphia. It appeared that the bridge would prevent the passage of vessels having masts which had formerly navigated the river up to the complainants' wharf, and would largely reduce the income from the property. The court affirmed the dismissal of the bill upon the ground that in the absence of legislation by Congress the State was acting within its authority. "The States have always exercised this power," said the court (*id.*, p. 729), "and from the nature and objects of the two systems of government they must always continue to exercise it, subject, however, in all cases, to the paramount authority of Congress, whenever the power of the States shall be exerted within the sphere of the commercial power which belongs to the Nation." Again, in *Escanaba Co. v. Chicago*,

supra, the question related to the power of the city of Chicago, acting under the authority of the State, to regulate the closing of draws in the bridges over the Chicago River.

The court said:

The Chicago River and its branches must \* \* \* be deemed navigable waters of the United States, over which Congress under its commercial power may exercise control to the extent necessary to protect, preserve, and improve their free navigation. But the States have full power to regulate within their limits matters of internal police, including in that general designation whatever will promote the peace, comfort, convenience, and prosperity of their people. This power embraces the construction of roads, canals, and bridges, and the establishment of ferries, and it can generally be exercised more wisely by the States than by a distant authority \* \* \*. When its (the State's) power is exercised so as to unnecessarily obstruct the navigation of a river or its branches, Congress may interfere and remove the obstruction. \* \* \*. But until Congress acts on the subject the power of the State over bridges across its navigable streams is plenary. (Id., p. 683.)

While the State may not impose a duty of tonnage (*Steamship Co. v. Portwardens*, 6 Wall., 31; *State Tonnage Tax Cases*, 12 Wall., 212; *Cannon v. New Orleans*, 12 Wall., 527), it may regulate wharfage charges and exact tolls for the use of artificial facilities provided under its authority. The subject is one under state control, where congress has not acted, although the payment is required of those engaged in interstate or foreign commerce. (*Packet Co. v. Keokuk*, 95 U. S., 80; *Packet Co. v. Catlettsburg*, 105 U. S., 559; *Transportation Co. v. Parkersburg*, 107 U. S., 691; *Huse v. Glover*, supra; *Ouachita Packet Co. v. Aiken*, 121 U. S., 444; *Sands v. Manistee River Improvement Co.*, 123 U. S., 288, 295.) In *Transportation Co. v. Parkersburg*, supra, the court had before it an ordinance of that city prescribing rates of wharfage on vessels discharging or receiving freight at public landings belonging to the city. A transportation company having steamers plying between Pittsburgh and Cincinnati complained that the wharfage charges was exorbitant. The court held that the reasonableness of the charge, it being simply one for wharfage, was to be determined by the State law. "The regulation of wharves belongs prima facie and in the first instance to the States, and would only be assumed by Congress when its exercise by the States is incompatible with interstate commerce." (Id., p. 703.) Again, in *Ouachita Packet Co. v. Aiken*, supra, where the owners of steamboats engaged in interstate commerce on the Mississippi River complained of wharfage rates at New Orleans as unreasonable and excessive, and in effect "a direct duty or burden upon commerce," the court, overruling the contention, held that the case was "clearly within the principles of the former decisions of this court, which affirm the right of a State in the absence of regulation by Congress to establish, manage, and carry on works and improvements of a local character, though necessarily more or less affecting interstate and foreign commerce." (Id., p. 447.)

Quarantine regulations are essential measures of protection which the States are free to adopt when they do not come into conflict with Federal action. In view of the need of conforming such measures to local conditions, Congress from the beginning has been content to leave the matter for the most part, notwithstanding its vast importance, to the States and has repeatedly acquiesced in the enforcement of State laws. (Act of Feb. 25, 1799, c. XII, 1 Stat., 619, R. S., 4797; act of Apr. 29, 1878, c. 66, 20 Stat., 37; act of Feb. 15, 1893, c. 114, 27 Stat., 449.) Such laws undoubtedly operate upon interstate and foreign commerce. They could not be effective otherwise. They can not of course, be made the cover for discriminations and arbitrary enactments having no reasonable relation to health (*Railroad Co. v. Husen*, 95 U. S., 465, 472, 473); but the power of the State to take steps to prevent the introduction or spread of disease, although interstate and foreign commerce are involved (subject to the paramount authority of Congress if it decides to assume control), is beyond question. (*Morgan v. Louisiana*, 118 U. S., 455; *Missouri, Kansas & Texas Ry. Co. v. Haber*, 169 U. S., 613; *Louisiana v. Texas*, 176 U. S., 1; *Rasmussen v. Idaho*, 181 U. S. 198; *Compagnie Francaise, etc., v. Board of Health*, 186 U. S., 180; *Reid v. Colorado*, 187 U. S., 138; *Asbell v. Kansas*, 209 U. S., 251) In *Compagnie*

*Francaise, etc., v. Board of Health, supra*, the court had before it the quarantine law of Louisiana, which, among other things, provided the state board of health might "in its discretion, prohibit the introduction into any infected portions of the State persons acclimated or unacclimated, or persons said to be immune, when, in its judgment, the introduction of such persons would add to or increase the prevalence of the disease." The supreme court of the State, interpreting the statute, held that it empowered the board to exclude healthy persons from a locality infested with a contagion or infectious disease, whether they came from without or within the State. It was objected that this provision was too broad, and that the former decisions of the court were based upon the right of the States to exclude diseased persons and things which were not legitimate subjects of commerce. The court sustained the law, saying, with respect to this argument:

But it must be at once observed that this erroneously states the doctrine as concluded by the decisions of this court previously referred to, since the proposition ignores the fact that those cases expressly and unequivocally hold that the health and quarantine laws of the several States are not repugnant to the Constitution of the United States, although they affect foreign and domestic commerce, as in many cases they necessarily must do in order to be efficacious, because until Congress has acted under the authority conferred upon it by the Constitution such State health and quarantine laws producing such effect on legitimate interstate commerce are not in conflict with the Constitution.

True is it that, in some of the cases relied on in the argument, it was held that a State law absolutely prohibiting the introduction, under all circumstances, of objects actually affected with disease, was valid because such objects were not legitimate commerce. But this implies no limitation on the power to regulate by health laws the subjects of legitimate commerce. In other words, the power exists until Congress has acted, to incidentally regulate by health and quarantine laws even although interstate and foreign commerce is affected, and the power to absolutely prohibit additionally obtains where the thing prohibited is not commerce and hence not embraced in either interstate or foreign commerce. (*Id.*, p. 391.)

State inspection laws and statutes designed to safeguard the inhabitants of a State from fraud and imposition are valid when reasonable in their requirements and not in conflict with Federal rules, although they may affect interstate commerce in their relation to articles prepared for export or by including incidentally those brought into the State and held for sale in the original imported packages. (*Gibbons v. Ogden, supra*, p. 203; *Turner v. Maryland*, 102 U. S., 38; *Plumley v. Massachusetts*, 155 U. S., 461; *Patapasco Guana Co. v. North Carolina*, 171 U. S., 345, 357, 358; *Savage v. Jones*, 225 U. S., 501.) And for the protection of its game and the preservation of a valuable food supply, the State may penalize the possession of game during the closed season whether obtained within the State or brought from abroad. (*Silz v. Hesterberg*, 211 U. S., 31.)

Interstate carriers, in the absence of Federal statute providing a different rule, are answerable according to the law of the State for nonfeasance or misfeasance within its limits. (*Chicago, Milwaukee, etc., Ry. Co. v. Solan*, 169 U. S., 133, 137; *Pennsylvania R. R. Co. v. Hughes*, 191 U. S., 477, 491; *Martin v. Pittsburgh & Lake Erie R. R. Co.*, 203 U. S., 284, 294; *Southern Pacific Co. v. Schuyler*, 227 U. S., 601, 613.) Until the enactment by congress of the act of April 22, 1908 (c. 149, 35 Stat., 65), the laws of the states determined the liability of interstate carriers by railroad for injuries received by their employes while engaged in interstate commerce, and this was because Congress, although empowered to regulate the subject, had not acted thereon. In some States the so-called fellow-servant rule obtained; in others, it had been abrogated; and it remained for Congress, in this respect and in other matters specified in the statute, to establish a uniform rule. (*Mondou v. N. Y., N. H. & H. R. R. Co.*, *supra*; *Michigan Central R. R. Co. v. Vreeland*, 227 U. S., 59, 66, 67.) So, where congress has not intervened state statutes providing damages for wrongful death may be enforced not only against land carriers but also against the owners of vessels engaged in interstate commerce where the wrong occurs within the jurisdiction of the State. (*Sherlock v. Alling*, 93 U. S., 99, 103. See *American Steamboat Co. v. Chase*, 16 Wall., 522; *The Hamilton*, 207 U. S., 398.)

And, until Congress legislated on the matter, liability for loss of property on interstate as well as intrastate shipments was subject to State regulation. Some states allowed an exemption by contract from all or a part of

the common-law liability; others allowed no exemption. These differences in the applicable laws created inequalities with respect to interstate transportation, but each State exercised the power inherent in its territorial jurisdiction, and the remedy for the resulting diversity lay with Congress, which was free to substitute its own regulations; and this was done in the recent amendment of section 20 of the act to regulate commerce. (Act of June 29, 1906, ch. 3591, 34 Stat., 584; *Adams Express Co. v. Croninger*, 226 U. S., 491, 500.) It is within the competency of a State to create and enforce liens upon vessels for supplies furnished under contracts not maritime in their nature, and it is no valid objection that the State law may obstruct the prosecution of a voyage of an interstate character. (The *Winnebago*, 205 U. S., 354.) It may also create liens for damages to property on land occasioned by negligence of vessels. (*Johnson v. Chicago, etc., Elevator Co.*, 119 U. S., 338; *Martin v. West*, 222 U. S., 191.) Cars employed in interstate commerce may be seized by attachment under State law in order to compel the payment of debts. (*Davis v. C. C. C. & St. L. Ry. Co.*, 217 U. S., 157.) And the legislation of the States safeguarding life and property and promoting comfort and convenience within its jurisdiction may extend incidentally to the operations of the carrier in the conduct of interstate business, provided it does not subject that business to unreasonable demands and is not opposed to Federal legislation. (*Smith v. Alabama*, 124 U. S., 465; *Hennington v. Georgia*, 163 U. S., 299; *N. Y., N. H. & H. R. R. Co. v. New York*, 165 U. S., 628; *L. S. & M. S. Ry. Co. v. Ohio*, 173 U. S., 285; *Missouri Pacific Ry. Co. v. Larabee Mills*, 211 U. S., 612; *Missouri Pacific Ry. Co. v. Kansas*, 216 U. S., 262.) It has also been held that the State has the power to forbid the consolidation of State railroad corporations with competing lines, although both may be interstate carriers and the prohibition may have a far-reaching effect upon interstate commerce. (*Pearsall v. Great Northern Ry. Co.*, 161 U. S., 646, 677; *Louisville & Nashville R. R. Co. v. Kentucky*, 161 U. S., 677, 701, 702. See *Northern Securities Co. v. United States*, 193 U. S., 317, 348, 382.)

Again, it is manifest that when the legislation of the State is limited to internal commerce to such degree that it does not include even incidentally the subjects of interstate commerce, it is not rendered invalid because it may affect the latter commerce indirectly. In the intimacy of commercial relations, much that is done in the superintendence of local matters may have an indirect bearing upon interstate commerce. The development of local resources and the extension of local facilities may have a very important effect upon communities less favored and to an appreciable degree alter the course of trade. The freedom of local trade may stimulate interstate commerce, while restrictive measures within the police power of the State enacted exclusively with respect to internal business, as distinguished from interstate traffic, may in their reflex or indirect influence diminish the latter and reduce the volume of articles transported into or out of the State. It was an objection of this sort that was urged and overruled in *Kidd v. Pearson* (128 U. S., 1) to the law of Iowa prohibiting the manufacture and sale of liquor within the State, save for limited purposes. (See also *Geer v. Connecticut*, 161 U. S., 519, 534; *Austin v. Tennessee*, 179 U. S., 343; *Capital City Dairy Co. v. Ohio*, 183 U. S., 238, 245; *Missouri Pacific Railway Co. v. Kansas*, *supra*.) When, however, the State in dealing with its internal commerce undertakes to regulate instrumentalities which are also used in interstate commerce, its action is necessarily subject to the exercise by Congress of its authority to control such instrumentalities so far as may be necessary for the purpose of enabling it to discharge its constitutional function. (*Southern Railway Co. v. United States*, *supra*; *Baltimore & Ohio Railroad Co. v. Interstate Commerce Commission*, *supra*.)

Within the State power, then, in the words of Chief Justice Marshall, is:

That immense mass of legislation, which embraces everything within the territory of a State, not surrendered to the General Government; all which can be most advantageously exercised by the States themselves. Inspection laws, quarantine laws, health laws of every description, as well as laws for regulating the

internal commerce of a State, and those which respect turnpike roads, ferries, etc., are component parts of this mass. No direct general power over these objects is granted to Congress; and, consequently, they remain subject to State legislation. If the legislative power of the Union can reach them, it must be for national purposes; it must be where the power is expressly given for a special purpose, or is clearly incidental to some power which is expressly given. (*Gibbons v. Ogden*, supra, pp. 203, 304.)

And, wherever as to such matters, under these established principles congress may be entitled to act, by virtue of its powers to secure the complete government of interstate commerce, the state power nevertheless continues until congress does act and by its valid interposition limits the exercise of the local authority.

(2) These principles apply to the authority of the State to prescribe reasonable maximum rates for intrastate transportation.

State regulation of railroad rates began with railroad transportation. The railroads were chartered by the States and from the outset, in many charters, maximum rates for freight or passengers, or both were prescribed.<sup>1</sup> Frequently—and this became the more general practice—the board of directors was permitted to fix charges in its discretion, an authority which in numerous instances was made subject to a limitation upon the amount or net earnings.<sup>2</sup> In several States maximum rates were also established, or the power to alter rates was expressly reserved, by general laws.<sup>3</sup> In 1853 the State of New York fixed the maximum fare for way passengers on the railroads forming the line of the New York Central at 2 cents a mile (Laws of 1853, ch. 76, sec. 7) and this rate extending to Buffalo and Suspension Bridge, on the boundary of the State, has continued to the present day (Cons. Laws, N. Y., ch. 49, sec. 57). As a rule the restrictions imposed by the early legislation were far from onerous, but they are insignificant in the assertion of the right of control. More potent than these provisions, in the actual effect upon railroad tariffs, was the state canal. It is a matter of common knowledge that the traffic on the trunk lines from the Atlantic seaboard to the west was developed in competition with the Erie canal, built maintained, and regulated by the State of New York to promote its commerce.

The authority of the State to limit by legislation the charges of common carriers within its borders was not confined to the power to impose limitations in connection with grants of corporate privileges. In view of the nature of their business they were held subject to legislative control as to the amount of their charges unless they were protected by their contract with the State. This was decided in *Chicago, Burlington & Quincy R. R. Co. v. Iowa* (94 U. S., 155), *Peik v. Chicago & Northwestern Railway Co.* (94 U. S., 164), *Winona & St. Peter R. R. Co. v. Blake* (94 U. S., 180).

<sup>1</sup> E. g. Maryland, Laws of 1826, c. CXXIII, s. 18; 1830, c. 117, ss. 2, 3; 1834, c. 281, s. 3; Massachusetts, Laws of 1829, c. XXVI, s. 6; 1830, c. XCIII, s. 10; New York, Laws of 1828, c. 21, s. 11; c. 238, s. 11; 1831, c. 83, s. 10; 1836, c. 242, s. 3; Virginia, Laws of 1830-1831, c. CXIX, s. 19; c. CXXI, s. 18; 1835-1836, c. 121, s. 24; Ohio, Laws of 1833-1834, p. 203, s. 19; p. 396, s. 9; North Carolina, Laws of 1836-1837, c. XL, s. 30.

<sup>2</sup> Connecticut, 1832, II Resolves and Private Laws (1789-1836), p. 992; Indiana, Laws of 1832, c. CXLVI, ss. 23, 24; Florida, Laws of 1848, c. 244, s. 11; New York, Laws of 1828, c. 304, s. 13; 1832, c. 162, ss. 12, 17; Massachusetts, Laws of 1833, c. CXVIII, s. 4; Virginia, Laws of 1839, c. 110; s. 5; Wisconsin, Laws of 1847, p. 72, s. 15; 1851, c. 262, s. 7.

<sup>3</sup> Illinois, Laws of 1849, p. 15, ss. 21, 32; Massachusetts, Laws of 1845, c. 191, s. 2; 1860, c. 201, s. 2; New York, Laws of 1850, c. 140, s. 33; California, Laws of 1850, c. 128, s. 77; 1861, c. DXXXII, s. 51; Iowa, Code of 1873, s. 1305; Laws of 1874, c. 68, ss. 1-5; Report of Industrial Commission, 1901, Vol. IX, pp. 903-905, 911-915.

and other cases following *Munn v. Illinois* (94 U. S., 113). The question was presented by acts of the legislatures of Illinois, Iowa, Wisconsin, and Minnesota, passed in the years 1871 and 1874 in response to a general movement for a reduction of rates. The section of the country in which the demand arose was to a large degree homogeneous and one in which the flow of commerce was only slightly concerned with State lines. But resort was had to the States for relief. In the *Munn* case the court had before it the Statute of Illinois governing the grain warehouses in Chicago. Through these elevators, located with the river harbor on the one side and the railway tracks on the other, it was necessary, according to the course of

trade, for the product of seven or eight States of the West to pass on its way to the States on the Atlantic coast. In addition to the denial of any legislative authority to limit charges it was urged that the act was repugnant to the exclusive power of Congress to regulate interstate commerce. The court answered that the business was carried on exclusively within the limits of the State of Illinois, that its regulation was a thing of domestic concern, and that "certainly, until Congress acts in reference to their interstate relations, the State may exercise all the powers of government over them, even though in so doing it may indirectly operate upon commerce outside its immediate jurisdiction." In the decision of the railroad cases above cited the same opinion was expressed. The language of the court, however, went further than to sustain the State law with respect to rates for purely intrastate carriage. Thus the act of Wisconsin covered traffic which started within the State and was destined to points outside, and this was treated as being within the State power (*Peik v. Chicago & Northwestern Railway Co.*, 94 U. S., 164, 177, 178), a view which was later repudiated (*Wabash, etc., Railway Co. v. Illinois*, 118 U. S., 557).

It became a frequent practice for the States to create commissions as agencies of State supervision and regulation, and in many instances the rate-making power was conferred upon these bodies. A summary of such legislation is given in *Interstate Commerce Commission v. C., N. O. & T. P. Ry. Co.* (167 U. S., 479, 495, 496). One of these State laws, that of Mississippi, passed in 1884, came under review in *Stone v. Farmers' Loan & Trust Co.* (116 U. S., 307). The suit was brought to enjoin the railroad commission from enforcing the statute against the Mobile & Ohio Railroad Co. It had been incorporated in the States of Alabama, Mississippi, Tennessee, and Kentucky, for the purpose of constructing a railroad from Mobile to some point near the mouth of the Ohio River, where it would connect with another railroad, thus forming a continuous line of interstate communication between the Gulf of Mexico and the Great Lakes. The commission as yet had not acted. Sustaining the State power to fix rates upon traffic wholly internal, the court directed the dismissal of the bill. "The State," said the court, "may beyond all question, by the settled rule of decision in this court, regulate freights and fares for business done exclusively within the State, and it would seem to be a matter of domestic concern to prevent the company from discriminating against persons and places in Mississippi." In the same case it was declared that the power of regulation was not a power to confiscate, and that under pretense of regulating fares and freights the States could not "require a railroad corporation to carry persons or property without reward," or do that which in law amounted "to a taking of private property for public use without just compensation or without due process of law." (*Id.*, p. 331.)

In *Wabash, &c., Railway Co. v. Illinois*, supra, it was finally determined that the authority of the State did not extend to the regulation of charges for interstate transportation. There the state statute was aimed at discrimination. It was said to have been violated by the railroad company in the case of shipments from points within Illinois to the city of New York. The state court had construed the statute to be binding as to that part of the interstate haul which was within the State, although inoperative beyond the boundary. So applied, this court held the act to be invalid.

But no doubt was entertained of the State's authority to regulate rates for transportation that was wholly intrastate. And in illustrating the extent of state power (*id.*, p. 564) the court selected transportation across the State from Cairo to Chicago and from Chicago to Alton, all boundary points constituting important centers of commerce—the one on Lake Michigan and the others at the confluence of the Mississippi and Ohio Rivers and of the Mississippi and Missouri Rivers, respectively. After reviewing decisions holding State laws to be ineffective which imposed a direct burden upon interstate commerce, including the cases of the State Freight Tax (15 Wall., 232), *Hall v. DeCuir* (95 U. S., 485), *Gloucester Ferry Co. v. Pennsylvania* (114 U. S., 196), and *Pickard v. Pullman Southern Car Co.*

(117 U. S., 34), the court emphasized the distinction with respect to the operation of the statute upon domestic transactions, saying: "Of the justice or propriety of the principle which lies at the foundation of the Illinois statute it is not the province of this court to speak. As restricted to a transportation which begins and ends within the limits of the State it may be very just and equitable, and it certainly is the province of the State legislature to determine that question." (Id., p. 577.)

The doctrine was thus fully established that the State could not prescribe interstate rates, but could fix reasonable intrastate rates throughout its territory. The extension of railroad facilities has been accompanied at every step by the assertion of this authority on the part of the States and its invariable recognition by this court. It has never been doubted that the State could, if it saw fit, build its own highway, canals, and railroads. (*Railroad Company v. Maryland*, 21 Wall., 456, 470, 471.) It could build railroads traversing the entire state and thus join its border cities and commercial centers by new highways of internal intercourse to be always available upon reasonable terms. Such provision for local traffic might indeed alter relative advantages in competition, and by virtue of economic forces those engaged in interstate trade and transportation might find it necessary to make readjustments extending from market to market through a wide sphere of influence; but such action of the State would not for that reason be regarded as creating a direct restraint upon interstate commerce and as thus transcending the State power. Similarly, the authority of the State to prescribe what shall be reasonable charges of common carriers for intrastate transportation, unless it be limited by the exertion of the constitutional power of Congress, is state-wide.

As a power appropriate to the territorial jurisdiction of the State, it is not confined to a part of the State, but extends throughout the State—to its cities adjacent to its boundaries as well as to those in the interior of the State. To say that this power exists, but that it may be exercised only in prescribing rates that are on an equal or higher basis than those that are fixed by the carrier for interstate transportation, is to maintain the power in name while denying it in fact. It is to assert that the exercise of the legislative judgment in determining what shall be the carrier's charge for the intrastate service is itself subject to the carrier's will. But this state-wide authority controls the carrier and is not controlled by it, and the idea that the power of the State to fix reasonable rates for its internal traffic is limited by the mere action of the carrier in laying an interstate rate to places across the State's border, is foreign to our jurisprudence.

If this authority of the State be restricted it must be by virtue of the paramount power of Congress over interstate commerce and its instruments, and, in view of the nature of the subject, a limitation may not be implied because of a dormant Federal power—that is, one which has not been exerted, but can only be found in the actual exercise of Federal control in such measure as to exclude this action by the State which otherwise would clearly be within its province.

(3) When Congress, in the year 1887, enacted the act to regulate commerce (24 Stat., 379), it was acquainted with the course of the development of railroad transportation and with the exercise by the states of the rate-making power. An elaborate report had been made to the Senate by a committee authorized to investigate the subject of railroad regulation in which the nature and extent of State legislation, including the commission plan, were fully reviewed. (S. Rept. 46, submitted Jan. 6, 1886, 49th Cong., 1st sess.) And it was the fact that beyond the bounds of State control there lay a vast field of unregulated activity in the conduct of interstate transportation which was found to be the chief cause of the demand for Federal action.

Congress carefully defined the scope of its regulation and expressly provided that it was not to extend to purely intrastate traffic. In the first section of the act to regulate commerce there was inserted the following proviso:

Provided, however, That the provisions of this act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country from or to any State or Territory as aforesaid.

When in the year 1906 (act of June 29, 1906, ch. 3591, 34 Stat., 584) Congress amended the act so as to confer upon the Federal commission power to prescribe maximum interstate rates, the proviso in section 1 was re-enacted. Again, in 1910, when the act was extended to embrace telegraph, telephone, and cable companies engaged in interstate business, the proviso was one more re-enacted, with an additional clause, so as to exclude intrastate messages from the operation of the statute. (Act of June 18, 1910, ch. 309, 36 Stat., 545.) The proviso in its present form reads:

Provided, however, That the provisions of this act shall not apply to the transportation of passengers or property or to the receiving, delivery, storage, or handling of property wholly within one State and not shipped to or from a foreign country from or to any State or Territory as aforesaid, nor shall they apply to the transmission of messages by telephone, telegraph, or cable wholly within one State and not transmitted to or from a foreign country from or to any State or Territory as aforesaid.

There was thus excluded from the provisions of the act that transportation which was "wholly within one State," with the specified qualification where its subject was going to or coming from a foreign country.

It is urged, however, that the words of the proviso are susceptible of a construction which would permit the provisions of section 3 of the act, prohibiting carriers from giving an undue or unreasonable preference or advantage to any locality, to apply to unreasonable discriminations between localities in different States, as well when arising from an intrastate rate as compared with an interstate rate as when due to interstate rates exclusively. If it be assumed that the statute should be so construed, and it is not necessary now to decide the point, it would inevitably follow that the controlling principle governing the enforcement of the act should be applied to such cases as might thereby be brought within its purview; and the question whether the carrier, in such a case, was giving an undue or unreasonable preference or advantage to one locality as against another, or subjecting any locality to an undue or unreasonable prejudice or disadvantage, would be primarily for the investigation and determination of the Interstate Commerce Commission and not for the courts. The dominating purpose of the statute was to secure conformity to the prescribed standards through the examination and appreciation of the complex facts of transportation by the body created for that purpose; and as this court has repeatedly held, it would be destructive of the system of regulation defined by the statute if the court without the preliminary action of the commission were to undertake to pass upon the administrative questions which the statute has primarily confided to it. (Texas & Pacific Railway Co. v. Abilene Cotton Oil Co., 204 U. S., 426; Baltimore & Ohio Railroad Co. v. Pitcairn Coal Co., 215 U. S., 481; Robinson v. Baltimore & Ohio Railroad Co., 222 U. S., 506; United States v. Pacific & Arctic Co., 228 U. S., 87.) In the present case there has been no finding by the Interstate Commerce Commission of unjust discrimination violative of the act; and no action of that body is before us for review.

The question we have now before us, essentially, is whether after the passage of the interstate commerce act, and its amendment, the state continued to possess the state-wide authority which it formerly enjoyed to prescribe reasonable rates for its exclusively internal traffic. That, as it plainly appears, was the nature of the action taken by Minnesota, and the attack, however phrased, upon the rates here involved as an interference with interstate commerce, is in substance a denial of that authority.

Having regard to the terms of the federal statute; the familiar range of state action at the time it was enacted, the continued exercise of state authority in the same manner and to the same extent after its enactment, and the decisions of this court recognizing and upholding this authority, we find no foundation for the proposition that the act to regulate commerce contemplated interference therewith.



Congress did not undertake to say that the intrastate rates of interstate carriers should be reasonable or to invest its administrative agency with authority to determine their reasonableness. Neither by the original act nor by its amendment did congress seek to establish a unified control over interstate and intrastate rates; it did not set up a standard for intrastate rates, or prescribe, or authorize the Commission to prescribe either maximum or minimum rates for intrastate traffic. It can not be supposed that congress sought to accomplish by indirection that which it expressly disclaimed, or attempted to override the accustomed authority of the states without the provision of a substitute. On the contrary, the fixing of reasonable rates for intrastate transportation was left where it had been found; that is, with the states and the agencies created by the states to deal with that subject. (*Missouri Pacific Ry. Co. v. Larabee Mills*, 211 U. S., 612, 620, 621.)

How clear was the purpose not to occupy the field thus left to the exercise of state power is shown by the clause uniformly inserted in the numerous acts passed by congress to authorize the construction of railways across the Indian territory. This clause, while fixing a maximum passenger rate, made the laws of an adjoining state (in some cases Arkansas, in others Texas, and in others Kansas) applicable to the freight rates to be charged within the territory; and while the right to regulate rates on the authorized line of railroad was reserved to congress until a state government should be established, it was expressly provided that, when established, the state should be entitled to fix rates for intrastate transportation—the right remaining with congress to prescribe rates for such transportation as should be interstate. Within a month after the act to regulate commerce was enacted two acts were passed by congress for this purpose with respect to railways extending across the territory from the Texas to the Kansas boundary. The provision—in both cases in identical language, save that the one referred to the laws of Texas and the other to the laws of Kansas—was as follows (act of February 24, 1887, c. 254, s. 4, 24 Stat., 420; act of March 2, 1887, c. 319, s. 4, id. 447):

Sec. 4. That said railroad company shall not charge the inhabitants of said Territory a greater rate of freight than the rate authorized by the laws of the State of Texas for services or transportation of the same kind: Provided, that passenger rates on said railway shall not exceed 3 cents per mile. Congress hereby reserves the right to regulate the charges for freight and passengers on said railway, and messages on said telegraph and telephone lines, until a State government or governments shall exist in said Territory within the limits of which said railway, or a part thereof, shall be located; and then such State government or governments shall be authorized to fix and regulate the cost of transportation of persons and freights within their respective limits by said railway; but Congress expressly reserves the right to fix and regulate at all times the cost of such transportation by said railway or said company whenever such transportation shall extend from one State into another, or shall extend into more than one State: Provided, however, That the rate of such transportation of passengers, local or interstate, shall not exceed the rate above expressed: And provided further, That said railway company shall carry the mail at such prices as Congress may by law provide; and until such rate is fixed by law the Postmaster General may fix the rate of compensation.

The same provision is found in similar statutes passed in almost every year from 1884 to 1902 and relating to lines intended to serve as highways of interstate communication.<sup>1</sup> When Oklahoma became a state, the laws of other states which were referred to in these various acts ceased to be operative within its limits, and by virtue of its statehood and with the direct sanction of congress, it became authorized to prescribe reasonable maximum rates for intrastate transportation throughout its extent. (*Oklahoma v. A. T. & S. F. Ry. Co.*, 220 U. S., 277, 285; *Oklahoma v. C. R. I. & P. Ry. Co.*, 220 U. S., 302, 306.)

The decisions of this court since the passage of the act to regulate commerce have uniformly recognized that it was competent for the state to fix such rates, applicable throughout its territory. If it be said that in the contests that have been waged over state laws during the past twenty-five years the question of interference with interstate commerce by the establishment of state-wide rates for intrastate traffic has seldom been raised, this fact itself attests the common conception of the scope of state

authority. And the decisions recognizing and defining the state power wholly refute the contention that the making of such rates either constitutes a direct burden upon interstate commerce or is repugnant to the federal statute.

In *Dow v. Beldelman* (125 U. S., 680), the statute of Arkansas, enacted in April, 1887, which established 3 cents a mile as the maximum fare for carrying passengers within the state on railroads over 75 miles in length, was sustained against the objection of the owners of the Memphis & Little Rock Railroad, who attacked the act as confiscatory and arbitrary in its classification. The same statute was again upheld in *St. Louis & San Francisco Railway Co. v. Gill* (156 U. S., 649). In *Chicago, etc., Railway Co. v. Minnesota* (134 U. S., 418) the statute of that state (1887) creating a commission with power to prescribe intrastate rates was adjudged to be invalid, but this was upon the ground that the act as construed by the state court made the rates published by the commission final and conclusive and precluded any judicial inquiry whether they were reasonable. In *Chicago, etc., Railway Co. v. Wellman* (143 U. S., 339) the act of the legislature of Michigan (1889) fixing the maximum fare for passengers within the state at 2 cents a mile in the case of companies whose gross earnings exceeded \$3,000 a mile was unsuccessfully assailed as confiscatory, and no contention was advanced that such an act operating throughout the state was an unwarrantable interference with interstate commerce.

<sup>1</sup> Referring to Laws of Texas: Acts of July 4, 1884, c. 177, s. 4, 23 Stat., 69, 70; July 1, 1886, c. 601, s. 4, 24 Stat., 117, 119; Feb. 18, 1888, c. 13, s. 4, 25 Stat., 35, 37; May 14, 1888, c. 248, s. 4, 25 Stat., 140, 142; May 30, 1888, c. 337, s. 4, 25 Stat., 162, 163; June 26, 1888, c. 494, s. 4, 25 Stat., 205, 207; Oct. 1, 1890, c. 1248, s. 4, 26 Stat., 632, 634; July 30, 1892, c. 329, s. 4, 27 Stat., 336, 338; Mar. 1, 1893, c. 188, s. 4, 27 Stat., 524, 525; Aug. 4, 1894, c. 215, s. 4, 28 Stat., 229, 230; Mar. 23, 1898, c. 87, s. 4, 30 Stat., 341, 342.

Referring to Laws of Kansas: Acts of July 4, 1884, c. 179, s. 4, 23 Stat., 73, 74; June 21, 1890, c. 479, s. 4, 26 Stat., 170, 171; June 30, 1890, c. 638, s. 4, 26 Stat., 184, 185; Sept. 26, 1890, c. 947, s. 4, 26 Stat., 485, 487; Feb. 27, 1893, c. 171, s. 4, 27 Stat., 492, 493; Mar. 18, 1896, c. 60, s. 4, 29 Stat., 69, 70; Mar. 30, 1896, c. 82, s. 4, 29 Stat., 80, 82.

Referring to Laws of Arkansas: Acts of June 1, 1886, c. 395, s. 4, 24 Stat., 73, 74; July 6, 1886, c. 744, s. 4, 24 Stat., 124, 125; Feb. 18, 1888, c. 13, s. 4, 25 Stat., 35, 37; May 30, 1888, c. 337, s. 4, 25 Stat., 162, 163; Feb. 26, 1889, c. 280, s. 4, 25 Stat., 745, 746; Feb. 24, 1891, c. 288, s. 4, 26 Stat., 783, 785; Mar. 3, 1891, c. 535, s. 4, 26 Stat., 844, 846; Feb. 24, 1896, c. 30, s. 6, 29 Stat., 13, 15; Mar. 2, 1896, c. 38, s. 4, 29 Stat., 40, 41; April 6, 1896, c. 93, s. 4, 29 Stat., 86, 88; Jan. 29, 1897, c. 108, s. 4, 29 Stat., 502, 504; Mar. 30, 1898, c. 104, s. 6, 30 Stat., 347, 349; Jan. 28, 1899, c. 65, s. 5, 30 Stat., 806, 808; Feb. 4, 1899, c. 88, s. 6, 30 Stat., 816, 818; Mar. 3, 1899, c. 453, s. 6, 30 Stat., 1368, 1370.

Referring to Laws of Territory of Oklahoma: Act of Feb. 28, 1902, c. 134, s. 4, 32 Stat., 43, 45.

In *Reagan v. Farmers Loan & Trust Co.* (154 U. S., 362) the trustee of a railroad mortgage attacked the statute of Texas (1891) which established a railroad commission with authority to regulate tariffs, and the order of the commission providing a schedule of classified rates for the transportation of goods within the state. The challenge was of the tariff as a whole and the inquiry was whether the body of rates was unreasonable and such as to work a practical destruction of rights of property. Viewed in this aspect, the court, upon the allegations admitted by demurrer, held the action of the commission to be beyond its constitutional power and affirmed the decree of the circuit court enjoining the rates. The decree, however, was reversed so far as it restrained the commission from discharging the duties imposed by the statute and from proceeding to prescribe reasonable rates and regulations. A further question was presented in *Reagan v. Mercantile Trust Company* (154 U. S., 413) in respect to the same statute and order as applied to the Texas & Pacific Railway Co. which had been organized under the laws of the United States (16 Stat., 573) and operated its roads not only within that state but also for several hundred miles outside. It was insisted that this company was "not subject to the control of the state, even as to rates for transportation wholly within the state," the argument being that it was not within the state power to limit the federal franchise to collect tolls. But the court held that the act of congress did not go to the extent asserted but left the company, as to its intrastate business, subject to state authority.

The effect of intrastate rates upon interstate rates was urged in *Smyth v. Ames* (169 U. S., 466). and in the cases decided therewith. These suits were brought by stockholders of the Union Pacific Railway Co., the Chicago & North Western Railroad Co., and the Chicago, Burlington & Quincy Railroad Co., to enjoin the enforcement of the act of the legislature of Nebraska passed in 1893. This was a comprehensive statute classifying the freight transported from any point in Nebraska to any other point in that state and prescribing tables of maximum rates. The companies affected were interstate carriers engaged in a vast commerce only a small portion of which was wholly local to the state. On the western boundary lay Omaha, a city of large importance in interstate trade, situated on the Missouri river with Council Bluffs, in the state of Iowa, directly opposite. The point was distinctly made in the circuit court that the statute interfered with interstate commerce because, first, it established a classification of freights different from that which prevailed west of Chicago, and second, by reducing local rates it necessarily reduced rates on interstate business. Mr. Justice Brewer, who tried the cases, overruled these objections holding that neither the convenience of the carriers nor the consequences of competition with respect to interstate rates could be pleaded "in restraint of the otherwise undeniable power of the state." (*Ames v. Union Pacific Railway Co.*, 64 Fed., 165, 171, 172.)

Having disposed of this contention, the court considered the question of the reasonableness of the rates and reached the conclusion that they were invalid because they amounted to a deprivation of the carriers' rights of property. On appeal to this court the counsel for the appellees directed attention to the conditions of transportation in Nebraska. It was argued that the local traffic was carried over the same tracks, in the same trains, and often in the same cars with the interstate traffic; that to separate the cost of carrying the one sort of traffic from that of the other was a "manifest impossibility;" and that it was a necessary consequence of existing conditions that, if Nebraska controlled the local rates, it at the same time controlled the interstate rates. But this contention was not sustained and the affirmance of the decree was placed upon the distinct ground that the rates were confiscatory. It was ruled that the reasonableness of intrastate rates was to be determined by considering the intrastate business separately. In answer to the suggestion that the conditions of business might have changed for the better since the decrees, the court called attention to the proviso in the decrees intended to meet such a case, adding that if the circuit court found that conditions were such as to permit the application of the state rates without depriving the carriers of just compensation it would "be its duty to discharge the injunction" and to make whatever order was necessary "to remove any obstruction placed by the decrees in these cases in the way of the enforcement of the statute." ( *Id.*, p. 550; see *Smyth v. Ames*, 171 U. S., 361, 365.)

In that one of the *Smyth* cases which was brought by the stockholders of the Union Pacific Railway Co. not only was the case presented of a trunk line crossing the state with a relatively small proportion of business local to Nebraska, but the company had been formed by a consolidation of several companies by authority of congress, one of them being the Union Pacific Railroad Co., incorporated by the act of July 1, 1862 (ch. 120, 12 Stat., 489). By this act (s. 18, *id.* 497) it was expressly provided that congress might reduce the rates of fare if unreasonable and might fix the same by law whenever the net earnings of the entire road and telegraph should exceed a certain amount. But this language, while showing that congress intended to reserve the power to prevent unreasonable actions, was not deemed to be equivalent to a declaration that the states through which the road might be constructed should not regulate rates for intrastate transportation. The court said:

It can not be doubted that the making of rates for transportation by railroad corporations along public highways, between points wholly within the limits of a State, is a subject primarily within the control of that State. \* \* \* Congress not having exerted this power, we do not think that the national character of the

corporation constructing the Union Pacific Railroad stands in the way of a State prescribing rates for transporting property on that road wholly between points within its territory. Until Congress, in the exercise either of the power specifically reserved by the eighteenth section of the act of 1862, or its power under the general reservation made of authority to add to, alter, amend, or repeal that act, prescribes rates to be charged by the railroad company, it remains with the States through which the road passes to fix rates for transportation beginning and ending within their respective limits. (169 U. S., pp. 521, 522.)

It is plain that had the intrastate rates, established by the comprehensive statute of Nebraska, not been found to be confiscatory they would have been sustained in their application to all intrastate traffic notwithstanding the reserved power of congress over the Union Pacific line, and despite the argument based upon the inter-dependence of interstate and intrastate rates.

The cases of *Louisville & Nashville Railroad Co. v. Kentucky* (183 U. S., 503) and *Louisville & Nashville Railroad Co. v. Eubank* (184 U. S., 27) concerned the validity of the long-and-short-haul provision of the constitution of Kentucky, adopted in 1891. In the first case violation was charged with respect to the transportation of coal from Altamont to Lebanon, an intermediate station, as compared with charges for transportation from Altamont to Elizabethtown and Louisville, all places being within Kentucky. The difference in rate was justified by the company on the ground that at Louisville the coal hauled from Altamont came into competition with that brought down the Ohio river, and at Elizabethtown with western Kentucky coal brought there by the Illinois Central Railroad. The contention that the state provision operated as an interference with interstate commerce was presented and overruled, the court saying:

It is plain that the provision in question does not in terms embrace the case of interstate traffic. It is restricted in its regulation to those who own or operate a railroad within the State, and the long-and-short distances mentioned are evidently distances upon the railroad line within the State. The particular case before us is one involving only the transportation of coal from one point in the State of Kentucky to another by a corporation of that State. It may be that the enforcement of the State regulation forbidding discrimination in rates in the case of articles of a like kind carried for different distances over the same line may somewhat affect commerce generally; but we have frequently held that such a result is too remote and indirect to be regarded as an interference with interstate commerce; that the interference with the commercial power of the General Government to be unlawful must be direct, and not the merely incidental effect of enforcing the police powers of a State. (183 U. S. pp. 518, 519.)

In the *Eubank* case, which had been argued before the first case was decided, it appeared that the state court had construed the same provision of the Kentucky constitution as embracing a long haul from a place outside to one within the state (Nashville and Louisville) and a shorter haul on the same line and in the same direction between points within the state. The court held that, so construed, the provision was invalid as being a regulation of interstate commerce because it linked the interstate rate to the rate for the shorter haul and thus the interstate charge was directly controlled by the state law. (184 U. S., pp. 41, 43.) The authority of the former decision upholding the state law, as applied to places, all of which were within the state, was in no way impaired, and the court fully recognized the power of the state to prescribe maximum charges for intrastate traffic although carried over an interstate road to points on the state line. (Id., pp. 33, 42.)

The case of *Minneapolis & St. Louis Railroad Co. v. Minnesota* (186 U. S., 257) involved shipments of hard coal in carload lots from Duluth, Minn., to points in the southern and western portion of that state. The Railroad and Warehouse Commission of Minnesota, in 1899, prescribed a joint rate to be observed by the St. Paul & Duluth Railroad Co., the Minneapolis & St. Louis Railroad Co., and other carriers. The state court directed the issue of a writ of mandamus to compel compliance with the order. It was objected that the act under which the order was made was unconstitutional so far as it assumed to establish joint through rates over the lines of independent connecting railroads and to divide joint earnings, and that the tariff as fixed was not compensatory. This court affirmed the judgment in *Alabama & Vicksburg Railroad Co. v. Mississippi Railroad Commission*

(203 U. S., 496) the company made what is called a "rebilling rate" on grain shipped from Vicksburg to Meridian, Miss., which was applicable only in case of shipments received at Vicksburg over the Shreveport line. It gave, however, to such shippers an option for a specified time to send other grain from Vicksburg instead, and thus it was in fact a local rate. To end this discrimination, the state commission, in 1903, fixed the same rate for all grain products shipped from Vicksburg to Meridian. It was urged that the effect of the order would be to force the plaintiff to enter into joint through interstate tariffs and divisions with all lines reaching Vicksburg by rail or river, whether it desired such arrangements or not. The court sustained the order holding that it was competent for the state to enforce equality as to local transportation, and that this equality could not be defeated "in respect to any local shipments by arrangements made with or to favor outside companies."

In the *Northern Pacific Railway Co. v. North Dakota* (216 U. S., 579), the attorney general of North Dakota charged the company with continuous violation of a law fixing rates for the carriage of coal within the state (N. Dak. Laws of 1907, ch. 51) and asked for an injunction. It appears by the record that in its return to the rule to show cause in the state court, the company alleged that the statute was void because repugnant to the commerce clause and also that the rate fixed thereby was confiscatory. In support of the last contention the return set forth that the maximum rates for carrying coal which the company was allowed to charge under the act in question, were greatly lower than the rates for similar service fixed by Minnesota for that state (reference being made to ch. 232, Laws of 1907, the commodity rate act now in question) and those fixed by the railroad commissions of Illinois and Iowa, respectively; and that the conditions existing in North Dakota made it impossible to transport coal at a less rate than in the states named. The contention that the act violated the interstate commerce clause was said by the supreme court of the state to be based upon the assumption that state regulation of local rates on interstate lines amounted to an interference with interstate commerce. In view of the decisions of this court, the last question was not considered open to debate. (*North Dakota v. Northern Pacific Railway Co.*, 19 N. Dak., 45, 55.) This ruling was not challenged by the argument for the plaintiff in error here, and the question as to interference with interstate commerce was treated as removed from the case by the holding of the state court that the rates applied only to transportation within the state. (216 U. S., p. 580.)

To suppose, however, from a review of these decisions, that the exercise of this acknowledged power of the state may be permitted to create an irreconcilable conflict with the authority of the nation, or that through an equipoise of powers an effective control of interstate commerce is rendered impossible, is to overlook the dominant operation of the constitution which, creating a nation, equipped it with an authority, supreme and plenary, to control national commerce and to prevent that control, exercised in the wisdom of congress, from being obstructed or destroyed by any opposing action. But, as we said at the outset, our system of government is a practical adjustment by which the national authority as conferred by the constitution is maintained in its full scope without unnecessary loss of local efficiency. It thus clearly appears that, under the established principles governing state action, the state of Minnesota did not transcend the limits of its authority in prescribing the rates here involved, assuming them to be reasonable intrastate rates. It exercised an authority appropriate to its territorial jurisdiction and not opposed to any action thus far taken by congress.

The interblending of operations in the conduct of interstate and local business by interstate carriers is strongly pressed upon our attention. It is urged that the same right of way, terminals, rails, bridges, and stations are provided for both classes of traffic; that the proportion of each sort of business varies from year to year and, indeed, from day to day; that no division of the plant, no apportionment of it between interstate and local

traffic, can be made today which will hold tomorrow; that terminals, facilities, and connections in one state aid the carrier's entire business and are an element of value with respect to the whole property and the business in other states; that securities are issued against the entire line of the carrier and can not be divided by states; that tariffs should be made with a view to all the traffic of the road and should be fair as between through and short-haul business; and that, in substance, no regulations of rates can be just which does not take into consideration the whole field of the carrier's operations, irrespective of state lines. The force of these contentions is emphasized in these cases, and in others of like nature, by the extreme difficulty and intricacy of the calculations which must be made in the effort to establish a segregation of intrastate business for the purpose of determining the return to which the carrier is properly entitled therefrom.

But these considerations are for the practical judgment of congress in determining the extent of the regulation necessary under existing conditions of transportation to conserve and promote the interests of interstate commerce. If the situation has become such by reason of the interblending of the interstate and intrastate operations of interstate carriers, that adequate regulation of their interstate rates can not be maintained without imposing requirements with respect to their intrastate rates which substantially affect the former, it is for congress to determine, within the limits of its constitutional authority over interstate commerce and its instruments the measure of the regulation it should supply. It is the function of this court to interpret and apply the law already enacted, but not under the guise of construction to provide a more comprehensive scheme of regulation than congress has decided upon. Nor, in the absence of federal action, may we deny effect to the laws of the state enacted within the field which it is entitled to occupy until its authority is limited through the exertion by congress of its paramount constitutional power.

Second. Are the state's acts and orders confiscatory?

The rate-making power is a legislative power and necessarily implies a range of legislative discretion. We do not sit as a board of revision to substitute our judgment for that of the legislature or of the commission lawfully constituted by it as to matters within the province of either. (*San Diego Land & Town Co. v. Jasper*, 189 U. S., 439, 446.) The case falls within a well-defined category. Here we have a general schedule of rates involving the profitableness of the intrastate operations of the carrier taken as a whole, and the inquiry is whether the state has overstepped the constitutional limit by making the rates so unreasonably low that the carriers are deprived of their property without due process of law and denied the equal protection of the laws.

The property of the railroad corporation has been devoted to a public use. There is always the obligation springing from the nature of the business in which it is engaged—which private exigency may not be permitted to ignore—that there shall not be an exorbitant charge for the service rendered. But the state has not seen fit to undertake the service itself; and the private property embarked in it is not placed at the mercy of legislative caprice. It rests secure under the constitutional protection which extends not merely to the title but to the right to receive just compensation for the service given to the public. (*Stone v. Farmers Loan & Trust Co.*, supra; *Georgia Banking Co. v. Smith*, 128 U. S., 174, 179; *Chicago, etc., Ry. Co. v. Minnesota*, supra; *Reagan v. Farmers Loan & Trust Co.*, supra; *St. Louis, etc., Ry. Co. v. Gill*, 156 U. S., 649, 652; *Covington, etc., Turnpike Road Co. v. Sandford*, 164 U. S., 578, 596, 597; *Smyth v. Ames*, supra; *San Diego Land & Town Co. v. National City*, 174 U. S., 739, 754; *San Diego Land & Town Co. v. Jasper*, supra; *Stanislaus County v. San Joaquin Co.*, 192 U. S., 201, 215; *Knoxville v. Knoxville Water Co.*, 212 U. S., 1, 17; *Willcox v. Consolidated Gas Co.*, 212 U. S., 19, 41.)

In determining whether that right has been denied, each case must rest upon its special facts. But the general principles which are applicable in a case of this character have been set forth in the decisions.

(1) The basis of calculation is the "fair value of the property" used for the convenience of the public. (*Smyth v. Ames*, supra, p. 546.) Or, as it was put in *San Diego Land & Town Co. v. National City*, supra (p. 757):

What the company is entitled to demand, in order that it may have just compensation, is a fair return upon the reasonable value of the property at the time it is being used for the public.

(See also *San Diego Land & Town Co. v. Jasper*, supra; *Willcox v. Consolidated Gas Co.*, supra.)

(2) The ascertainment of that value is not controlled by artificial rules. It is not a matter of formulas, but there must be a reasonable judgment having its basis in a proper consideration of all relevant facts. The scope of the inquiry was thus broadly described in *Smyth v. Ames*, supra (pp. 546-547):

In order to ascertain that value, the original cost of construction, the amount expended in permanent improvements, the amount and market value of its bonds and stock, the present as compared with the original cost of construction, the probable earning capacity under particular rates prescribed by statute, and the sum required to meet operating expenses, are all matters for consideration, and are to be given such weight as may be just and right in each case. We do not say that there may not be other matters to be regarded in estimating the value of the property. What the company is entitled to ask is a fair return upon the value of that which it employs for the public convenience. On the other hand, what the public is entitled to demand is that no more be exacted from it for the use of a public highway than the services rendered by it are reasonably worth.

(3) Where the business of the carrier is both interstate and intrastate, the question whether a scheme of maximum rates fixed by the state for intrastate transportation affords a fair return, must be determined by considering separately the value of the property employed in the intrastate business and the compensation allowed in that business under the rates prescribed. This was also ruled in the *Smyth* case (id., p. 541). The reason, as there stated, is that the state can not justify unreasonably low rates for domestic transportation considered alone, upon the ground that the carrier is earning large profits on its interstate business, and, on the other hand, the carrier can not justify unreasonably high rates on domestic business because only in that way is it able to meet losses on its interstate business.

In the present cases the necessity of this segregation of the domestic business in determining values and results of operation was recognized by both parties. Voluminous testimony was taken before the master, and numerous exhibits containing data and calculations were submitted for the purpose of showing their respective estimates of the value of the entire property of the carriers in Minnesota, the amount of income and expense in that state, their theories of apportionment between the interstate and intrastate business, and their contentions as to the net return for intrastate transportation under the state rates. The multitude of facts which are involved make it impossible here to present a comprehensive review, even in a summary way. We must be content with a statement of the salient points and deal only with those matters which, after a careful consideration of the entire record, we regard as controlling our decision.

In each of the three cases (save in certain particulars, which we need not now mention, with respect to that of the Minneapolis & St. Louis Railroad Co.) the method adopted by the master was as follows:

The period taken for the purpose of testing the sufficiency of the rates was the fiscal year ending June 30, 1980. During this period all the rates in question, freight and passenger, were actually in force, with the exception of the commodity rates prescribed by the act of April 18, 1907, which had been enjoined. The amount of the reduction in the intrastate revenue which would have been caused by the application of the commodity rates is shown.

The master found the present value of the entire property of the carrier used in the public service in the state of Minnesota. This valuation was as of June 30, 1908, and was made on the basis of the cost of reproduction new. The master also made findings as to the original cost of con-

struction and as to the present value on the basis of cost of reproduction new of the entire system of the carrier. The estimated value of the railroad property within the state was divided between the freight and passenger business upon the relation of the gross revenue derived from each. The part of the total value which was thus assigned to the freight business within the state was then divided between the interstate and intrastate freight business on the basis of gross revenue; and a similar division was made between the interstate and intrastate business of the property value assigned to the passenger department. In this way the master found the value of the property used in intrastate transportation, freight and passenger, upon which he computed the net return received by the carrier.

There was no substantial dispute as to the amount of the entire revenue assignable to the state or as to its division between interstate and intrastate business, as an examination of the transactions in which the revenue was obtained permitted the making of the requisite apportionments with reasonable certainty.

The master also ascertained the total expense incurred by the carrier within the state. This expense was first divided between freight and passenger business. Those items of cost which were directly incurred in each sort of business and not common to both were directly assigned, and such items were found to cover about 60 per cent of all expenses. The remaining items, those of common expense, were divided between the freight and passenger business upon the relation, as to most of them, of revenue train-miles, and as to the others, of revenue engine-miles.

Having thus ascertained the share of the expense within the state of the freight and passenger departments, respectively, it remained to divide that share in each case between the interstate and intrastate business. This apportionment was made, in the case of freight expense, upon what was termed an "equated ton-mile basis" and in the case of passenger expense upon an "equated passenger-mile basis." That is to say, the master concluded that the cost per ton-mile of doing the intrastate freight business was at least two and one-half times the cost per ton-mile of the interstate freight business and hence he divided the total freight expense according to the relation of the interstate and intrastate ton-miles after the latter had been increased two and one-half times. In the case of the passenger expense he concluded that the cost per passenger-mile in the intrastate business was at least 15 per cent greater than that in the interstate business, and the total passenger expense was divided upon the relation of passenger-miles after increasing the intrastate passenger-miles 15 per cent.<sup>1</sup>

<sup>1</sup> The method is illustrated from the following extract from the findings in the Northern Pacific case:

#### Equated Ton-Mile Basis.

Freight—On basis of 1 intrastate ton-mile costing as much as 2.5 interstate ton-miles:

	Actual.	Equated.	Proportion.	Operating Expenses.
Intrastate ton-miles.....	130,580,988 × 2.5 =	326,452,470 =	25.362%	\$1,355,273.82
Interstate ton-miles.....	960,709,494 × 1.0 =	960,709,494 =	74.638%	3,988,444.43
	1,091,290,482	1,287,161,964 = 100%		\$5,343,718.25

#### Equated Passenger-Mile Basis.

Passenger—On basis of 100 intrastate passenger-miles costing as much as 115 interstate passenger-miles:

	Actual.	Equated.	Proportion.	Operating Expenses.
Intrastate passenger-miles.....	52,317,140 × 1.15 =	60,164,711 =	37.347%	\$ 863,325.18
Interstate passenger-miles.....	100,931,180 × 1.00 =	100,931,180 =	62.653%	1,448,306.77
	153,248,320	161,095,891 = 100%		\$2,311,631.95

By the use of equalizing factors the same result was obtained upon what was called an "equated revenue basis."<sup>1</sup>

The net profits of the interstate and intrastate businesses, respectively passenger and freight, were then found by deducting the apportioned share of expense from the apportioned share of revenue, and the rate per cent of the net profit upon the property value assigned to each sort of



business was computed. The master concluded that the returns from intrastate transportation were unreasonably low and hence that the rates in question were confiscatory.

The validity of the result depends upon the estimates of the value of the property within the state and the apportionments both of value and of expense between interstate and intrastate operations.

It will be convenient to take up the three cases separately:

1. Northern Pacific Railway Co.

The par value, April 30, 1908, of the stock of this company was found to be \$215,539,634.99, and of the bonds \$190,256,577.66; total, \$405,796,392.65. (Included in this statement of capital stock is the sum of \$60,539,634.99 received to April 30, 1908, upon subscriptions to new capital stock (\$95,000,000) authorized by stockholders' resolution January 7, 1907.)

These securities and their value in the market rest upon the entire property of the company. They include assets of considerable value (for example, the stock of the Northwestern Improvement Co. owning extensive coal lands), which, however, do not form part of what may be called the operating property of the company, or that devoted to the public service, upon which the fair return is to be calculated. (15 I. C. C., 376, 397, 407.) Referring to the market value of the securities, the master said:

Assets and property not devoted to public service have not been valued; and, as they are a large element in stock valuation, it follows that value of bonds and stocks is wholly unreliable and can not be used in these cases as an element in determining the value of operating property or as a basis for rate making.

<sup>1</sup> Equated revenue basis.—In the case of the Northern Pacific Co. it was found that the relation of freight revenue per ton per mile derived from the intrastate business, as compared with the interstate business, was as 1.4387 is to 1.0000. The relation of cost per ton per mile in the intrastate business, in proportion to revenue, to the cost per ton per mile in interstate business, in proportion to revenue, was then found to be as 1.7377 is to 1.0000, as follows:

$$\frac{250 \quad 1.4387 \quad 1.7377}{100 \div 1.0000 \quad 1.0000}$$

The actual intrastate freight revenue was multiplied by 1.7377 to obtain the equated revenue, and thus the same percentages were obtained as on the equated ton-mile basis, as follows:

Equated Revenue Basis—Freight.

	Actual Revenue.	Equated Revenue.	
Intrastate.....	\$1,555,342.92 × 1.7377	= \$2,702,719.39	= 25.362%
Interstate.....	7,953,734.41 × 1.	= 7,953,734.41	= 74.638%
		\$10,656,453.80	= 100%

The relation of revenue per passenger-mile intrastate and interstate was found to be as 1.0092 is to 1.0000, and thus the relation of cost per passenger-mile in relation to revenue was as 1.1395 is to 1.0000. The division was then made as follows:

Equated Revenue Basis—Passengers.

	Actual Revenue.	Equated Revenue.	
Intrastate.....	\$1,015,150.34 × 1.1395	= \$1,156,763.81	= 37.347%
Interstate.....	1,940,718.17 × 1.	= 1,940,718.17	= 62.653%
		\$3,097,481.98	= 100%

In this view the master was undoubtedly right.

Much evidence was produced before the master for the purpose of showing the actual cost of construction and equipment of the entire railroad system from the beginning down to April 30, 1908. This the master states, could be shown only by the corporate books and records, and in the early history of the original company these are somewhat obscure and uncertain and, by reason of lapse of time, could not be verified by other proof. The total investment cost of the railroad system of the Northern Pacific thus shown was \$369,252,755. This included certain items which the master held not to be properly allowable as a part of the cost, and after their deduction the cost was found to be \$312,243,555. Of this investment cost it appears from the evidence submitted by the company's controller that the sum of \$128,184,985.82 was expended for construction and equipment and for improvements and betterments during the period from September 1, 1896, to April 30, 1908. The master found that the

Minnesota track mileage is substantially 21 per cent of the track mileage of the whole system,<sup>1</sup> and that if the cost were proportioned accordingly the amount assignable to the state of the entire cost of construction and equipment, as stated, would be \$65,571,462.

The master, however, and the court below in confirming his findings, held that rates were not to be predicated upon the original investment.

Taking as the basis the cost of reproduction new, the master found the value of the entire railroad system or operating property of this company to be \$452,666,489.<sup>2</sup> The value of that portion of the system which was in the state of Minnesota was separately found, on the same basis, to be \$90,204,545. It was upon this estimate of the value of the property in the state, as apportioned between the interstate and intrastate business, that the master computed the rate of return.

The total net profits of the company for the fiscal year ending June 30, 1908, from its Minnesota business (interstate and intrastate) was found to be \$5,431,514.56. This was equal to 6.021 per cent on the entire estimated value of the property. This showing of the results of the entire business at once directs attention to the importance of the methods adopted in making apportionments, but before considering these the question is presented as to the soundness of the underlying estimate of value. May it be accepted as a basis for a finding that the rates are confiscatory?

<sup>1</sup> The master found that the total track mileage of the system was 7,695.80 and that the track mileage in Minnesota was 1,625.20. In both cases spurs, yards, and sidings were included. In Minnesota, as shown by the company's statement, the "passing, side, and industry tracks" amounted to 512.41 miles, leaving for the single track, and second and third main track, miles, a total of 1,112.79 miles.

<sup>2</sup> This estimate did not include the interest of the Northern Pacific in the Spokane, Portland & Seattle R. R., which was under construction, or the Big Forks & International Falls Ry., or the Minnesota & International Ry., or in certain lines in Manitoba under lease which were found not to be a part of the operating system.

**Values**—The items entering into the valuation are set forth in the margin.<sup>1</sup>

The first item is:

Lands for right of way, yards, and terminals, \$21,024,562.

This is for the bare land, without structures or improvements of any sort, as the entire cost of reproduction in building the road and erecting all the existing structures is covered in other items. The master states that the amount thus allowed for land is made up as follows:

Terminal properties, St. Paul appraisement of Read, Watson & Taylor, as modified by railroad company.....	\$7,645,100.24
Add 5 per cent for the cost of acquisition and consequential damages.....	382,255.01
Property acquired after appraisement.....	328,725.69
Minneapolis appraisement of Elwood, Barney & Ridgeway, as modified by railway company.....	4,027,616.17
Add 5 per cent for acquisition and consequential damages.....	201,380.80
Property acquired after appraisement.....	227,737.26
Duluth, appraisement of Stryker, Mendenhall & Little.....	3,602,443.43
Add 25 per cent for railway value, cost of acquisition, and consequential damages.....	900,610.85
Total value of terminals.....	17,315,869.45
Lands outside of terminals.....	3,708,693.4f
Grand total.....	21,024,562.90

<sup>1</sup> Valuation—Northern Pacific.

1. Lands for right of way, yards, and terminals.....	\$21,024,562.00*
2. Grading, clearing, and grubbing.....	12,331,541.00
3. Protection work, rip-rap, retaining walls.....	374,091.00
4. Tunnels.....	258,250.00
5. Crossties and switch ties.....	3,657,576.00
6. Ballast.....	1,960,969.00
7. Rails.....	5,645,307.00
8. Track fastenings.....	727,228.00
9. Switches, frogs, and railroad crossings.....	303,717.00
10. Track laying and surfacing.....	1,600,591.00
11. Bridges, trestles, and culverts.....	4,586,063.00
12. Track and bridge tools.....	28,073.00
13. Fences, cattle guards, and signs.....	471,609.00
14. Stockyards and appurtenances.....	37,098.00
15. Water stations.....	436,489.00
16. Coal stations.....	120,039.00
17. Stations, buildings, and fixtures.....	920,423.00

18. Miscellaneous buildings .....	1,054,874.00
19. Steam and electric power plants, gas plants.....	196,338.00
20. General repair shops .....	1,162,934.00
21. Shop machinery and tools.....	529,322.00
22. Engine houses, turntables, and cinder pits.....	1,026,346.00
23. Track scales .....	38,520.00
24. Docks and wharves.....	768,306.00
25. Interlocking plants and }	
26. Other signal apparatus }	114,430.00
27. Telegraph and telephone lines.....	285,145.00
28½. General office furniture.....	73,654.00
29. Solidification of roadbed (absorbed in above).	
Total, 1 to 28.....	\$58,728,685.00
30. Engineering, superintendence, legal expenses, 4½ per cent 1 to 28	2,785,036.00
31. Locomotives .....	3,454,040.00
32. Passenger equipment .....	1,349,829.00
33. Freight-car equipment .....	7,519,722.00
34. Miscellaneous equipment .....	372,477.00
35. Marine equipment (none).	
Total, items 1 to 34.....	\$74,209,789.00
36. Freight on construction material (absorbed).	
37. Contingencies, 5 per cent 1 to 34.....	3,710,479.00
38. Stores and supplies in Minnesota.....	2,658,976.00
39. Interest during construction, 4 per cent 2½ years, items 1 to 36	7,420,957.00
40. Interest in terminal properties, St. Paul depot, Duluth depot, Minnesota transfer .....	2,204,344.00
	<hr/> \$90,204,545.00

The appellants insist that no more than \$9,498,099.27 should have been allowed.

It is contended that the valuation was made upon a wrong theory; that it is a speculative estimate of "cost of reproduction;" that it is largely in excess of the market value of adjacent or similarly situated property; that it does not represent the present value, in any true sense, but constitutes a conjecture as to the amount which the railway company would have to pay to acquire its right-of-way yards and terminals, on an assumption, itself inadmissible, that, while the railroad did not exist, all other conditions, with respect to the agricultural and industrial development of the state, and the location, population and activities of towns, villages, and cities, were as they now are.

We may first consider the basis for the finding with respect to the "lands outside terminals;" that is, the right-of-way and station grounds, etc., outside the three cities.

(a) **Lands outside terminals**—The complainants' witness was Mr. Cooper, the land commissioner of the company, who has charge of the land grants for its entire system, of its right-of-way and land purchases, and has had a wide experience in connection with land values along the lines of the railway. In the latter part of 1906, the state notified the company to report the value of its properties, requiring a statement in one column of the "market value" and in another column, of the "value for railway purposes." Mr. Cooper was instructed to prepare the valuation for this report. From the information he received in special inquiries, and his own knowledge, and following what he understood to be the instructions from the state, he set down under the heading of "market value," not the market value in the proper sense of that term, but what in his judgment it would cost the railroad company to acquire the land. This included an excess which he estimated the company would have to pay over the market value of contiguous and similar property, if it were called upon to undertake such a reproduction of its right-of-way. It did not, however, embrace an allowance for payments which might have to be made for improvements that possibly might be found upon the property in such case, or for the consequential or severance damages which might possibly have to be met, or for the expense of acquisition. These supposed additional outlays he undertook to estimate. For this purpose he increased the "market value" as stated (in the case of agricultural lands generally multiplying it by three) and thus reached the amount set down as the "value for railway purposes." As it

serves clearly to illustrate the theory upon which the land valuations were made, we make the following excerpts from Mr. Cooper's testimony:

The Master. When you speak of value, you mean cost of purchase?

Witness. Cost of purchase. We are using the word "value" somewhat wrongly as we are talking along here. It is the cost of purchasing that property today.

Witness. The word "value" doesn't seem to me to fit this case, because all the time we are figuring on the cost of reproducing this property, and our instructions from the State use the word "reproduce." Now, if a railroad company could buy property at what is generally considered its value, the word "value" would fit in all right, but there is this excess which a railroad company has to pay beyond what is generally accepted as its value, which increases the cost of reproducing a railroad property.

Q. And this excess which you now speak of is included in your market values as reported to the state and used in your testimony?—A. That is right.

Q. Well, now, does the term "market value," as you have used it in making this report to the state and in your testimony here, have the same meaning, or is it used in the same sense with reference to the values you have fixed and reported to the state for properties on the right-of-way outside of the terminals and outside of the larger cities?—A. Oh, yes.

Q. As in the cities here?—A. Yes; the same rule was applied all through in the Minnesota valuations.

Q. Therefore, your judgment as to the value of the railroad property is always that it is higher than the value of contiguous property?—A. Yes, yes; that is true.

Q. So that, in every case, what you call the market value is the value of contiguous or similarly situated property, with an additional amount which a railroad company is ordinarily compelled to pay?—A. That is right.

Q. You have put into the market value the excess which a railroad company pays for land?—A. That is correct.

Q. Then, when you multiply that by three, you are multiplying by three one of the elements going to make up excessive cost to a railroad company?—A. That is right.

Q. And you are unable to state how much upon the average you have added to the true or normal market value, to allow for the additional amount which the railroad company would have to pay upon the hypothesis that it is now compelled to purchase the land?—A. That is correct.

Q. And then having determined to your satisfaction at what figure or sum you would place the market value of this property to the railroad company, as you have described, you have added another sum for severance damage, cost of improvements unnecessary to the company, easements in abutting property, and general expenses?—A. That is correct.

Q. And you have determined that in agricultural communities this second addition is shown by the use of the multiple 3?—A. I think the multiple of 3 is too low, and I so testified in this case. When you are going through a highly cultivated country, I think the multiplier of 3 is not enough.

Q. But that is what you used for the purpose of the right-of-way value of land through the agricultural communities?—A. That is right, in this state.

Q. And in the cities, in the three large terminals, you have added to what you describe as the market value of the lands to the railroad company, ascertained as described by you already, the amount necessary to produce the difference shown in your testimony between the market value of the terminals and the right-of-way value?—A. That is right.

Q. And while you are able to show, and we can ascertain from an inspection of your testimony, the amount of the difference between the market value to the railroad company, as you have described, and the right-of-way value, and, in the rural communities or agricultural districts, the difference between the market value to you and the right-of-way value, there is nothing in any of your exhibits which will show, nor are you now prepared to state, the difference in what might be termed the normal, true, ordinary market value of the lands to the ordinary individual, and the sum which you have fixed as the market value to the railroad company if it were now compelled to purchase?—A. That is correct.

The "market value" of the lands (outside of the three cities) thus fixed and reported to the state was \$2,008,491.50, and the increased amount estimated, in the manner stated, which was reported as the "value for railway purposes" was \$4,944,924.60. The latter amount was submitted by the complainants in this case as the value of the lands. The master thought that the complainants' witness used too large a multiplier and allowed 75 per cent of the amount thus claimed, or \$3,708,693.45, stating that this was de-

terminated upon as the "fair reproduction value of the property." This allowance, it will be observed, was about \$1,700,000 in excess of Mr. Cooper's estimate of "market value" as that term was used in making the report.

(b) **Terminal properties**—This term is used to designate the lands for the right-of-way, yards, and terminals in St. Paul, Minneapolis and Duluth. The total original cost of these lands to the company, according to its statement based on the best information obtainable, including purchases to April 30, 1908, was \$4,527,228.76. The master allowed as their value, apart from the improvements made by the company, which, as we have said, were embraced in the other items of reproduction cost, the sum of \$17,315,869.45.

In preparing the valuation for the report to the state, Mr. Cooper employed real estate men in each of the cities to make an appraisalment. He instructed them, as he testifies, "to make a conservative report of the cost of reproducing the properties owned by the company in each of their respective cities." They divided the property into districts and reported their estimate of units of value, as, for example, by the square foot. Mr. Cooper took these reports, discussed their valuations with the appraisers, and, aided by his own knowledge, formed an independent judgment, in no case increasing and in some instances (with respect to certain St. Paul and Minneapolis property) reducing the appraisers' values. He then set forth under the heading "market value" in the report to the state, as described in the testimony we have quoted, his estimate of what it would cost the company to purchase these lands, exclusive of improvements that might be upon them, severance, and consequential damages and expenses incident to acquisition. The amounts he thus fixed were as follows: For the property in St. Paul, \$7,645,100.24; in Minneapolis, \$4,027,616.17; in Duluth, \$3,555,593.93. In the case of the St. Paul and Minneapolis properties, the amounts are precisely those adopted by the master in his findings, and to this he adds 5 per cent to cover cost of acquisition and consequential damages. The master was of the opinion that the appraisers of these properties were "fully impressed with their value for railroad purposes," and that their appraisalment as verified by them before him and modified by the railway company "is a generous valuation and should be accepted as full railroad value of the terminal properties," and it was so accepted with the addition above stated. With respect to the Duluth property, where the appraisalment appears to have rested upon the ordinary values of real estate, the master sets forth as the appraised value \$3,602,443.43, to which he adds 25 per cent, or \$900,610.85, "for railway value, cost of acquisition and consequential damages."

In reviewing the findings, the court below reached the conclusion that "the master in effect found that the cost of reproduction and the present value of the lands for the terminals in the three great cities, including therein all cost of acquisition, consequential damages, and value for railroad use which he allowed, was only about 30 per cent more than the normal value of the lands in sales between private parties. He found the value of the lands outside the terminals to be only twice their normal value."

From our examination of the evidence we are unable to conclude that the excess stated may be thus limited. What is termed the normal value does not satisfactorily appear. It further will be observed—from the summary of valuations we have set forth in the margin<sup>1</sup>—that the amount thus allowed in item 1 for lands, yards and terminals, both in and out of the three cities (\$21,024,562), was included in the total on which 4½ per cent was allowed in item 30 for "Engineering, superintendence, legal expenses," and again was included in the total on which 5 per cent was allowed in item 37 for "contingencies," and, in addition, was included in the total on which 10 per cent was allowed in item 39 for "Interest during construction."

<sup>1</sup> See note, p. 40.

These are the results of the endeavor to apply the cost-of-reproduction method in determining the value of the right-of-way. It is at once apparent

that, so far as the estimate rests upon a supposed compulsory feature of the acquisition, it can not be sustained. It is said that the company would be compelled to pay more than what is the normal market value of property in transactions between private parties; that it would lack the freedom they enjoy, and, in view of its needs, it would have to give a higher price. It is also said that this price would be in excess of the present market value of contiguous or similarly situated property. It might well be asked, who shall describe the conditions that would exist, or the exigencies of the hypothetical owners of the property, on the assumption that the railroad were removed? But, aside from this, it is impossible to assume, in making a judicial finding of what it would cost to acquire the property, that the company would be compelled to pay more than its fair market value. It is equipped with the governmental power of eminent domain. In view of its public purpose, it has been granted this privilege in order to prevent advantage being taken of its necessities. It would be free to stand upon its legal rights and it can not be supposed that they would be disregarded.

It is urged that in this view the company would be bound to pay the "railway value" of the property. But supposing the railroad to be obliterated and the lands to be held by others, the owner of each parcel would be entitled to receive on its condemnation its fair market value for all its available uses and purposes. (*United States v. Chandler-Dunbar Water Power Co.*, decided May 26, 1913.) If in the case of any such owner his property had a peculiar value or special adaptation for railroad purposes, that would be an element to be considered. (*Boom Co. v. Patterson*, 98 U. S., 403; *Shoemaker v. United States*, 147 U. S., 282; *United States v. Chandler-Dunbar Co.*, *supra.*) But still the inquiry would be as to the fair market value of the property—as to what the owner had lost, and not what the taker had gained. (*Boston Chamber of Commerce v. Boston*, 217 U. S., 189, 195.) The owner would not be entitled to demand payment of the amount which the property might be deemed worth to the company, or of an enhanced value by virtue of the purpose for which it was taken, or of an increase over its fair market value, by reason of any added value supposed to result from its combination with tracts acquired from others, so as to make it a part of a continuous railroad right-of-way held in one ownership. (*United States v. Chandler-Dunbar Co.*, *supra.*; *Boston Chamber of Commerce v. Boston*, *supra.*) There is no evidence before us from which the amount which would properly be allowable in such condemnation proceedings can be ascertained.

Moreover, it is manifest that an attempt to estimate what would be the actual cost of acquiring the right-of-way, if the railroad were not there, is to indulge in mere speculation. The railroad has long been established; to it have been linked the activities of agriculture, industry, and trade. Communities have long been dependent upon its service, and their growth and development have been conditioned upon the facilities it has provided. The uses of the property in the communities which it serves are to a large degree determined by it. The values of property along its line largely depend upon its existence. It is an integral part of the communal life. The assumption of its non-existence, and at the same time that the values that rest upon it remain unchanged, is impossible and can not be entertained. The conditions of ownership of the property and the amounts which would have to be paid in acquiring the right-of-way, supposing the railroad to be removed, are wholly beyond reach of any process of rational determination. The cost of reproduction method is of service in ascertaining the present value of the plant, when it is reasonably applied and when the cost of reproducing the property may be ascertained with a proper degree of certainty. But it does not justify the acceptance of results which depend upon mere conjecture. It is fundamental that the judicial power to declare legislative action invalid upon constitutional grounds is to be exercised only in clear cases. The constitutional invalidity must be manifest, and if it rests upon disputed questions of fact the invalidating facts must be proved. And this is true of asserted value as of other facts.

The evidence in these cases demonstrates that the appraisements of the St. Paul and Minneapolis properties which were accepted by the master were in substance appraisals of what was considered to be the peculiar value of the railroad right-of-way. Efforts to express the results in the terms of a theory of cost of reproduction fail, as naturally they must, to alter or obscure the essential character of the work undertaken and performed. Presented with an impossible hypothesis, and endeavoring to conform to it, the appraisers—men of ability and experience—were manifestly seeking to give their best judgment as to what the railroad right-of-way was worth. And doubtless it was believed that it might cost even more to acquire the property, if one attempted to buy into the cities as they now exist and all the difficulties that might be imagined as incident to such a "reproduction" were considered. The railroad right-of-way was conceived to be a property *sui generis*, "a large body of land in a continuous ownership," representing one of the "highest uses" of property and possessing an exceptional value. The estimates before us, as approved by the master, with his increase of 25 per cent in the case of the Duluth property, must be taken to be estimates of the "railway value" of the land; and whether or not this is conceived of as paid to other owners upon a hypothetical re-acquisition of the property is not controlling when we come to the substantial question to be decided.

That question is whether, in determining the fair present value of the property of the railroad company as a basis of its charges to the public, it is entitled to a valuation of its right-of-way not only in excess of the amount invested in it, but also in excess of the market value of contiguous and similarly situated property. For the purpose of making rates, is its land devoted to the public use to be treated (irrespective of improvements) not only as increasing in value by reason of the activities and general prosperity of the community, but as constantly outstripping in this increase all neighboring lands of like character devoted to other uses? If rates laid by competent authority, state or national, are otherwise just and reasonable, are they to be held to be unconstitutional and void because they do not permit a return upon an increment so calculated?

It is clear that in ascertaining the present value we are not limited to the consideration of the amount of the actual investment. If that has been reckless or improvident, losses may be sustained which the community does not underwrite. As the company may not be protected in its actual investment, if the value of its property be plainly less, so the making of a just return for the use of the property involves the recognition of its fair value if it be more than its cost. The property is held in private ownership and it is that property, and not the original cost of it, of which the owner may not be deprived without due process of law. But still it is property employed in a public calling, subject to governmental regulation, and while under the guise of such regulation it may not be confiscated; it is equally true that there is attached to its use the condition that charges to the public shall not be unreasonable. And where the inquiry is as to the fair value of the property, in order to determine the reasonableness of the return allowed by the rate-making power, it is not admissible to attribute to the property owned by the carriers a speculative increment of value over the amount invested in it and beyond the value of similar property owned by others solely by reason of the fact that it is used in the public service. That would be to disregard the essential conditions of the public use and to make the public use destructive of the public right.

The increase sought for "railway value" in these cases is an increment over all outlays of the carrier and over the values of similar land in the vicinity. It is an increment which can not be referred to any known criterion, but must rest on a mere expression of judgment which finds no proper test or standard in the transactions of the business world. It is an increment which in the last analysis must rest on an estimate of the value of the railroad use as compared with other business uses; it involves an appreciation of the returns from rates (when rates themselves are in

dispute) and a sweeping generalization embracing substantially all the activities of the community. For an allowance of this character there is no warrant.

Assuming that the company is entitled to a reasonable share in the general prosperity of the communities which it serves, and thus to attribute to its property an increase in value, still the increase so allowed, apart from any improvements it may make, can not properly extend beyond the fair average of the normal market value of land in the vicinity having a similar character. Otherwise we enter the realm of mere conjecture. We therefore hold that it was error to base the estimates of value of the right-of-way, yards and terminals upon the so-called railway value of the property. The company would certainly have no ground of complaint if it were allowed a value for these lands equal to the fair average market value of similar land in the vicinity, without additions by the use of multipliers, or otherwise, to cover hypothetical outlays. The allowances made below for a conjectural cost of acquisition and consequential damages must be disapproved; and in this view we also think it was error to add to the amount taken as the present value of the lands the further sums calculated on that value, which were embraced in the items of "engineering, superintendence, legal expenses," "contingencies," and "interest during construction."

By reason of the nature of the estimates, and the points to which the testimony was addressed, the amount of the fair value of the company's land can not be satisfactorily determined from the evidence, but it sufficiently appears for the reasons we have stated that the amounts found were largely excessive.

Finding this defect in the proof, it is not necessary to consider the objections which relate to the sources from which the property was derived or its mode of acquisition, or those which are urged to the inclusion of certain lands which it is said were not actually used as a part of the plant; and we express no opinion upon the merits of these contentions.

The property other than land, as the detailed statement shows, embraced all items of construction, including roadbed, bridges, tunnels, etc., structures of every sort, and all appliances and equipment. The cost of reproduction new was ascertained by reference to the prices for such work and property. In view of the range of the questions we have been called upon to consider, we shall not extend this opinion for the purpose of reviewing this estimate, or of passing upon exceptions to various items in it, as their disposition would not affect the result.

The master allowed the cost of reproduction new, without deduction for depreciation. It was not denied that there was depreciation in fact. As the master said, "Everything on and above the roadbed depreciates from wear and weather stress. The life of a tie is from 8 to 10 years only. Structures become antiquated, inadequate, and more or less dilapidated. Ballast requires renewal, tools and machinery wear out, cars, locomotives, and equipment, as time goes on, are worn out or discarded for newer types." But it was found that this depreciation was more than offset by appreciation; that "the roadbed was constantly increasing in value;" that it "becomes solidified, embankments and slopes or excavations become settled and stable, and so the better resist the effects of rains and frost;" that it "becomes adjusted to surface drainage, and the adjustment is made permanent by concrete structures and riprap;" and that in other ways a roadbed long in use "is far more valuable than one newly constructed." It was said that "a large part of the depreciation is taken care of by constant repairs, renewals, additions, and replacements, a sufficient sum being annually set aside and devoted to this purpose, so that this, with the application of roadbed and adaptation to the needs of the country and of the public served, together with working capital . . . fully offsets all depreciation and renders the physical properties of the road not less valuable than their cost of reproduction new." And in a further statement upon the point, the "knowledge derived from experience" and "readiness to serve" were mentioned as additional offsets.



We can not approve this disposition of the matter of depreciation. It appears that the master allowed in the cost of reproduction the sum of \$1,613,612 for adaptation and solidification of roadbed, this being included in the item of grading and being the estimate of the engineer of the state commission of the proper amount to be allowed. It is also to be noted that the depreciation in question is not that which has been overcome by repairs and replacements, but is the actual existing depreciation in the plant as compared with the new one. It would seem to be inevitable that in many parts of the plant there should be such depreciation, as, for example, in old structures and equipment remaining on hand. And when an estimate of value is made on the basis of reproduction new, the extent of existing depreciation should be shown and deducted. This apparently was done in the statement submitted by this company to the Interstate Commerce Commission in the Spokane rate case in connection with an estimate of the cost of reproduction of the entire system as of March, 1907. (See 15 I. C. C., 395, 396.) In the present case it appears that the engineer of the state commission estimated the depreciation in the property at between eight and nine million dollars. If there are items entering into the estimate of cost which should be credited with appreciation, this also should appear, so that instead of a broad comparison there should be specific findings showing the items which enter into the account of physical valuation on both sides.

It must be remembered that we are concerned with a charge of confiscation of property by the denial of a fair return for its use; and to determine the truth of the charge there is sought to be ascertained the present value of the property. The realization of the benefits of property must always depend in large degree on the ability and sagacity of those who employ it, but the appraisement is of an instrument of public service, as property, not of the skill of the users. And when particular physical items are estimated as worth so much new, if in fact they be depreciated, this amount should be found and allowed for. If this is not done the physical valuation is manifestly incomplete. And it must be regarded as incomplete in this case. (*Knoxville v. Knoxville Water Co.*, 212 U. S., 1, 10.)

**Apportionment of values**—As the rate of net return from the entire Minnesota business (interstate and intrastate) during the test year was 6.021 per cent on a valuation of \$90,204,545, and would be greater if computed upon a less value, we are brought to the question whether the methods of apportionment adopted are so clearly appropriate and accurate as to require a finding of confiscation of property used in the intrastate business.

The apportionment of the value of the property, as found, between the interstate and intrastate business was made upon the basis of the gross revenue derived from each. This is a simple method, easily applied, and for that reason has been repeatedly used. It has not, however, been approved by this court and its correctness is now challenged. Doubtless there may be cases where the facts would show confiscation so convincingly in any event, after full allowance for possible errors in computation, as to make negligible questions arising from the use of particular methods. But this case is not of that character.

In support of this method it is said that a division of the value of the property according to gross earnings is a division according to the "value of the use," and therefore proper. But it would seem to be clear that the value of the use is not shown by gross earnings. The gross earnings may be consumed by expenses, leaving little or no profit. If, for example, the intrastate rates were so far reduced as to leave no net profits, and the only profitable business was the interstate business, it certainly could not be said that the value of the use was measured by the gross revenue.

It is not asserted that the relation of expense to revenue is the same in both businesses; on the contrary, it is insisted that it is widely different. The master found that the revenue per ton-mile in the intrastate business, as compared with the revenue per ton-mile in the interstate business, was as 1.4387 to 1.0000. And on his assumption as to the extra cost of doing

the intrastate business he reached the conclusion that the cost per ton-mile in proportion to the revenue per ton-mile in the intrastate business, as compared with the interstate business, was as 1.7377 to 1.0000. It is contended, according to the computations, that only a little over 10 per cent of the entire net revenue of the test year (\$5,431,514.66) was made in the intrastate business, and that 90 per cent thereof was made in the interstate business, but approximately 21 per cent of the total value of the property was assigned to the intrastate business.

If the property is to be divided according to the value of the use, it is plain that the gross-earnings method is not an accurate measure of that value.

In *Chicago, Milwaukee, etc., Ry. Co. v. Tompkins* (176 U. S., 167) the court below had found the value of the plaintiffs' property in South Dakota to be \$10,000,000, and had divided it between the interstate and intrastate business, according to the gross receipts from each. Mr. Justice Brewer in delivering the opinion of the court, after referring to the result reached, said:

Such a result indicates that there is something wrong in the process by which the conclusion is reached. That there was can be made apparent by further computations, and in them we will take even numbers as more easy of comprehension. Suppose the total value of the property in South Dakota was \$10,000,000 and the total receipts both from interstate and local business were \$1,000,000, one-half from each. Then, according to the method pursued by the trial court, the value of the property used in earning local receipts would be \$5,000,000, and the percent of receipts to value would be 10 per cent. The interstate receipts being unchanged, let the local receipts by a proposed schedule be reduced to one-fifth of what they had been, so that instead of receiving \$500,000 the company only receives \$100,000. The total receipts for interstate and local business being then \$600,000, the valuation of \$10,000,000 divided between the two would give to the property engaged in earning interstate receipts in round numbers \$8,333,000, and to that engaged in earning local receipts \$1,667,000. But if \$1,667,000 worth of property earns \$100,000, it earns 6 per cent. In other words, although the actual receipts from local business are only one-fifth of what they were, the earning capacity is three-fifths of what it was. And turning to the other side of the problem it appears that if the value of the property engaged in interstate business is to be taken as \$8,333,000, and it earned \$500,000, its earning capacity was the same as that employed in local business—6 per cent. So that although the rates for interstate business be undisturbed, the process by which the trial court reached its conclusion discloses the same reduction in the earning capacity of the property employed in interstate business as in that employed in local business, in which the rates are reduced. (*Id.*, pp. 176-177.)

The value of the use, as measured by return, can not be made the criterion when the return itself is in question. If the return, as formerly allowed, be taken as the basis, then the validity of the state's reduction would have to be tested by the very rates which the state denounced as exorbitant. And, if the return as permitted under the new rates be taken, then the state's action itself reduces the amount of value upon which the fairness of the return is to be computed.

When the rates are in controversy it would seem to be necessary to find a basis for a division of the total value of the property independently of revenue, and this must be found in the use that is made of the property; that is, there should be assigned to each business that proportion of the total value of the property which will correspond to the extent of its employment in that business. It is said that this is extremely difficult; in particular, because of the necessity for making a division between the passenger and freight business and the obvious lack of correspondence between ton-miles and passenger-miles. It does not appear, however, that these are the only units available for such a division; and it would seem that, after assigning to the passenger and freight departments, respectively, the property exclusively used in each, comparable use units might be found which would afford the basis for a reasonable division with respect to property used in common. It is suggested that other methods of calculation would be equally unfavorable to the state rates, but this we can not assume.

It is sufficient to say that the method here adopted is not of a character to justify the court in basing upon it a finding that the rates are confiscatory.

**Apportionment of expenses**—As already stated, it was held in dividing the freight operating expenses that the cost of doing the intrastate freight business was two and one-half times that of doing the interstate freight business; that is to say, the division of expenses was made according to ton-miles, interstate and intrastate, after the intrastate ton-miles had been increased two and one-half times.

The substantial question is whether the proof established this extra cost with that degree of certainty which is requisite to support a decree invalidating the state rates.

It appeared that the cost of intrastate business was not kept separately or set up in the accounts or statistics of the company.

The president of the company testified as to his judgment in the matter, which was based, in the absence of such accounts, upon the general facts of operation. His testimony was supported by that of other eminent railroad men, who testified in the Great Northern and Minneapolis & St. Louis cases. The elements entering into the greater expense of doing intrastate business were defined to be: That the average haul was shorter, being (in the case of the Northern Pacific) 104.52 miles for intrastate transportation as against 485.3 miles for interstate transportation; that the state business had to be handled twice at terminals; that the local short-haul business used most valuable terminal facilities in order to obtain its proper handling from the larger distributing centers, and used those facilities to a greater extent for the tons handled than did the longer through business; that the amount of clerical and warehouse labor in connection with the local business was much greater than in the case of the long-haul through business; that the chances of damage were greater in the short-haul business because of the greater number of individual transactions; that in the short-haul business there was an excess of equipment for loading and unloading; that local or way freight trains were "loaded lighter;" that the wear and tear on the local trains was greater because of frequent stopping and starting; that there was increased switching, resulting in greater damage to equipment and tracks; that the local train was generally on the road more hours than a through train and therefore consumed more coal; that in the smaller stations the amount of shifting was large; that many of the local trains carried passengers, involving two stops at each station, one for passengers and the other for the local freight work; that the manner of operation of local trains increased the chances of injury to employees; that the short-haul business moved irregularly and spasmodically and that its facilities were worked at their full capacity only for limited periods.

From these considerations, which were elaborated in the testimony, the witness reached the conclusion that the "so-called local short-haul intrastate business costs anywhere from three to six or seven times as much as the so-called long-haul through interstate business." In the Great Northern case, the witnesses expressed the opinion that the extra cost of intrastate freight was three or four times greater than that of the interstate freight. One witness said that it would be from four to six times. These estimates, it is understood, had relation to the cost per ton-mile.

The appellants do not dispute that business carried for short distances on local trains is more expensive than the handling of other business, but it is insisted that this is due solely to the different train service that it receives. It is said that all through trains start from divisional points and run from one end of the division to the other without stop; that the local trains are made up of cars carrying business destined for points intermediate the terminal of the division and take up all traffic originating at the intermediate stations; that the word "local" as applied to these trains is not synonymous with intrastate, but that the local trains carry a large part of the interstate traffic both in receiving and distributing it; and that by far the greater part of the extra cost of the local train service is properly chargeable to interstate business. It is also insisted that so far as this extra expense can be charged to intrastate business, it is adequately met by the additional revenue of that business, which, per ton-mile, as compared with the interstate business, is as 1.4387 to 1.

To establish these propositions and to meet the testimony of the complainants' witnesses, the appellants introduced an elaborate series of calculations, made by a professional accountant, which were deducted from the results of an extended examination of the records of the companies. The witness made computations as to the character of the freight on each road, dividing it between through and local freight upon each operating division, and then subdividing it between intrastate and interstate freight. It is contended by the appellants that these calculations are sufficient to show that in the case of the Northern Pacific about 91 per cent of the freight on through trains was interstate and about 9 per cent intrastate, and that on the local trains the interstate freight amounted to 68.67 per cent and the intrastate 31.33 per cent. Calculations of this witness were also introduced showing this division of the total expenses between the passenger and freight business, and then in each department between the interstate and intrastate business; and by means of these it was estimated that, under the rates in question (assuming them to have been applied to the business of the fiscal year ending June 30, 1907, to which the calculations were directed), the net profits on the intrastate business as a whole would have been slightly more than 6 per cent upon an amount equal to the share of property value attributed to that business by the master's estimate and apportionment of total value.

These computations are assailed by the appellees as inaccurate and as based upon erroneous estimates. We shall not go into the details, and, for the present purpose, we may assume that the appellees are right in their criticism.

Our conclusions may be briefly stated. The statements of the complainants' witnesses as to the extra cost of intrastate business, while entitled to respect as expressions of opinion, manifestly involve wide and difficult generalization. They embrace, without the aid of statistical information derived from appropriate tests and submitted to careful analysis, a general estimate of all the conditions of transportation and an effort to express in the terms of a definite relation, or ratio, what clearly could be accurately arrived at only by prolonged and minute investigation of particular facts with respect to the actual traffic as it was being carried over the line. The extra cost, as estimated by these witnesses, is predicated not simply of haulage charges, but of all the outlays of the freight service including the share of the expenses for maintenance of way and equipment assigned to the freight department. And the ratio, to be accurately stated, must also express the results of a suitable discrimination between the interstate and intrastate traffic on through and local trains, respectively, and of an attribution of the proper share of the extra cost of local train service to the interstate traffic that uses it. The wide range of the estimates of extra cost, from three to six or seven times that of the interstate business per ton-mile, shows both the difficulty and the lack of certainty in passing judgment.

We are of opinion that on an issue of this character involving the constitutional validity of state action, general estimates of the sort here submitted, with respect to a subject so intricate and important, should not be accepted as adequate proof to sustain a finding of confiscation. While accounts have not been kept so as to show the relative cost of interstate and intrastate business, giving particulars of the traffic handled on through and local trains and presenting data from which such extra cost, as there may be, of intrastate business may be suitably determined, it would appear to have been not impracticable to have had such accounts kept or statistics prepared at least during test periods properly selected. It may be said that this would have been a very difficult matter, but the company having assailed the constitutionality of the state acts and orders was bound to establish its case, and it was not entitled to rest on expressions of judgment when it had it in its power to present accurate data which would permit the court to draw the right conclusion.

We need not separately review the findings with respect to the division of passenger expenses, as the same considerations are involved, with the distinction, however, that the extra cost attributed to the intrastate business is relatively small as compared with that charged to intrastate freight. And, in view of the conclusions reached on the controlling questions we have considered, we express no opinion with respect to the method adopted in dividing expenses between the passenger and freight departments.

For the purpose of determining whether the rates permit a fair return, the results of the entire intrastate business must be taken into account. During the test year the entire revenue, as found, from the intrastate business, passenger and freight, amounted to \$2,897,912.26. All the rates in question were in force save the commodity rates, and it is further found that the loss that would have accrued in intrastate commodity business by the application of the commodity rates which were under injunction, would have amounted to \$21,493.67.

As neither the share of the expenses properly attributable to the intrastate business, nor the value of the property employed in it, was satisfactorily shown, and hence it did not appear upon the facts proved that a fair return had been denied to the company, we are of the opinion that the complainant failed to sustain his bill.

(2) Great Northern Railway Co.—The master found that at the time this suit was brought the par value of the stock of the company was \$149,577,500, and of bonds \$83,119,939; total, \$232,697,439. On June 30, 1908, the par value of the stock was \$209,962,750, and of bonds, \$97,955,939.39; total, \$307,918,689.39. The property upon which these securities and their value in the market are based includes, it is found, a very considerable amount not devoted to the public service.

The balance sheet of the company of June 30, 1908, showed the book valuation of the entire system, employed in the public service, to amount to \$319,681,815. The master held that various items were included which were not properly allowable as a part of the cost, and deducting these, there remained as the book showing of the total amount expended in construction and equipment, \$295,401,213. The Minnesota track mileage was found to be practically 32.59 per cent of the total mileage, and upon this basis the amount assignable to the state of the total cost, as stated, amounted to \$96,271,255.

The master found that the cost of reproduction new of the entire system was \$457,121,469.<sup>1</sup> The value of the portion of the system in Minnesota was separately found, on the basis of reproduction new to be \$138,425,291. The net profits of the company during the test year from its Minnesota business, interstate and intrastate, were \$8,180,025.11, equal to 5.909 per cent upon this estimated value.

The items entering into the estimate are the same in character as those set forth in the estimate of the value of the property of the Northern Pacific Co.<sup>2</sup>

Included in this reproduction, cost was an allowance for "lands for right-of-way, yards, and terminals" of \$25,172,650.80, as follows:

St. Paul, appraisalment of Read, Watson & Taylor.....	\$6,433,348.00
Add 5 per cent for cost of acquisition and consequential damages...	321,667.40
Minneapolis, appraisalment of Elwood, Barney & Ridgeway.....	11,619,765.00
Add 5 per cent for cost of acquisition and consequential damages...	580,968.15
Duluth, appraisalment of Stryker, Mendenhall & Little.....	713,280.00
Add 25 per cent for railroad value, cost of acquisition, and consequential damages.....	178,320.00
Total value of terminals.....	19,847,366.55
Lands outside of terminals.....	5,325,284.25
Grand total.....	25,172,650.80

The appraisements thus referred to, adopted by the master with the additions stated, were made by the appraisers in the three cities, who were employed in the case of the Northern Pacific Co. The valuations were made at the same time and upon the same basis as the corresponding

valuations in that case, and are open to the same objections. In the company's estimate of the value of the lands outside these cities, the amount stated as the market value was largely increased to obtain the "right-of-way value;" with respect to lands in agricultural sections, the "market value" was generally multiplied by 3; and of the total amount of the estimate of the company the master allowed 75 per cent as in the Northern Pacific case.

<sup>1</sup> This did not include the interest of the company in the Spokane, Portland & Seattle R. R., or lines under construction.

<sup>2</sup> See p. 49.

In addition,  $4\frac{1}{2}$  per cent of the aggregate land values, as found, was allowed in the item for "Engineering, superintendence, legal expenses," and the further allowance of 16 per cent of these land values was made in the item of "Interest during construction" (4 per cent for four years.)

In the physical valuation estimated on the basis of the cost of reproduction new the master made no deduction for depreciation, while, on the other hand, there was included under the item of grading the sum of \$3,219,642 for adaptation and solidification of roadbed. The engineer of the state commission estimated the depreciation in the property at approximately \$13,000,000.

What has already been said in the case of the Northern Pacific Co. with respect to estimates of value, the apportionment of value, the testimony as to the extra cost of doing the intrastate business, and the division of expenses between interstate and intrastate business is equally applicable here.<sup>1</sup> In these reports there is no material distinction between the two cases and the same conclusion must be reached in both.

(3) **Minneapolis & St. Louis Railroad Co.**—This case presents distinct considerations. The lines of this company consist of about 1,028 miles of track, of which 396 miles are operated under lease or trackage rights. Of its owned mileage (632 miles) approximately 60 per cent is in the state of Minnesota. The master thus describes it:

It runs south from the inland cities of St. Paul and Minneapolis to Des Moines, with a branch to Storm Lake, Iowa, and a branch to the South Dakota grain fields. Along its entire line it comes in sharp competition with strong intersecting railroad lines, and while, as before stated, it subserves a useful public purpose and is operated in response to public demand, it can be maintained only by the exercise of the highest economy and watchfulness in its operation, and to succeed must be given greater latitude than is necessary with respect to the more favorably located and prosperous lines of railway.

The less favorable situation of the road is fully recognized by the appellants, who object to its being regarded as affording a fair test of the sufficiency of the rates. They say that its "total mileage and the geographical location" are such "that it can not be taken as typical of the railway situation in Minnesota;" and they insist that "the important and material questions are raised by the showing made in the Northern Pacific and Great Northern cases." And the appellees, on their part, assert that "it can not be seriously contended that the rates complained of are sufficient to yield any reasonable return on a proportionate value of the property used in the conduct of the business covered by the rates;" that the net income of the road "from all sources is scarcely sufficient to pay interest on its outstanding bonds;" that "the value of the property is greatly in excess of the par value of the bonds;" and, that, as it seems to the appellees, "this company must earn more money or go into the hands of a receiver within a comparatively short time."

<sup>1</sup> The total revenue received by the Great Northern during the fiscal year 1908 from its intrastate business, passenger and freight, was \$4,641,829.58, and it was found that the loss that would have been sustained by the application of the enjoined commodity rates to the intrastate commodity traffic would have amounted to \$87,261.43.

The main facts are: The par value in 1908 of its stock and bonds was \$30,011,800, divided as follows: Stock, \$10,000,000 (preferred, \$4,000,000; common, \$6,000,000); bonds, \$20,011,800. It appeared that no dividends had been paid on the common stock since 1904. The annual interest charges amounted to \$952,583.

The book cost of its property, after deducting items disallowed by the master, was \$28,574,225; and this, if divided according to mileage, would give to Minnesota as its share \$17,127,390. The mileage basis of division, however, fails to take account of the fact that the property in Minnesota has a greater relative value.

The master found the total value of the property in Minnesota on the basis of the cost of reproduction new to be \$21,608,464. In this estimate there was included the sum of \$5,999,397.90 for lands, yards, and terminals. Of this amount \$4,556,298 was allowed for the lands in Minneapolis on the estimate of the same appraisers who had been employed in that city by the other companies; and to this the master added 5 per cent. The lands outside these terminals were valued at \$1,215,285.

The net earnings of the entire system, after paying only operating expenses and taxes from 1903 to 1909, were found to be as follows: 1903, \$1,398,895.30; 1904, \$1,229,524.49; 1905, \$1,277,870.96; 1906, \$1,511,961.99; 1907, \$1,419,822.54; 1908, \$1,220,862.21; 1909, \$1,286,494.08.

The net earnings of the company on all its business in Minnesota, interstate and intrastate (involving any use of the property valued as stated), after paying only operating expenses and taxes, were, during the same period: 1903, \$1,222,941.77; 1904, \$1,052,478.74; 1905, \$1,054,853.35; 1906, \$1,109,260.56; 1907, \$895,977.66; 1908, \$742,377.46; 1909, \$794,472.58. The reference in each case is to the fiscal year ending on June 30.

It thus appears that the net return from the entire Minnesota business in 1907 was about 4.14 per cent on the estimated value of the property (\$21,608,464) in Minnesota; in 1908, less than 3.5 per cent, and in 1909 less than 3.7 per cent.

The master made his computations, with respect to the return permitted under the rates in question, upon the operations of the fiscal year ending June 30, 1907. The class rates had been effective from November 15, 1906, and the passenger-fare act from May 1, 1907. It was estimated by the master that the additional loss which would have accrued in the intrastate business if these rates had been in force during the entire fiscal year ending June 30, 1907, and if in addition the commodity-rate act, which was enjoined, had been applied to the intrastate traffic of that year would have amounted to \$131,358, thus making a very serious reduction in a return already inadequate; and his conclusion was that the rates in question were plainly confiscatory.

It is not necessary here to reproduce the computations, as we are satisfied, after a careful examination of the evidence, that while the methods of estimating value and apportionment which have been disapproved in the discussion of the cases of the other companies are subject to the same objections in this case, so far as they have been employed, the margin of error which may be imputed to them is not sufficiently great to change the result. The net return from the entire business in Minnesota, interstate and intrastate, fell to \$742,000 in the fiscal year ending June 30, 1908, and it is plain that the latter amount would have been largely reduced had the commodity-rate act been enforced. In view of the actual results of the business in the state, and the clearly established facts with respect to the conditions of traffic upon this road, the conclusion can not be escaped that the rates prescribed by the acts and orders of Minnesota would not permit a fair return to this company.

Without approving, therefore, the methods of calculation which have been adopted, but recognizing the peculiar situation of this road, and the undoubted effect of the rates in question upon its revenues, we are of the opinion that the decree, so far as it rests upon the confiscatory character of the rates as applied to this company, should be affirmed. In the desire, however, to prevent the possibility that the decree may operate injuriously in the future, we shall modify it by providing that the members of the Railroad and Warehouse Commission and the attorney general of the state may apply at any time to the court by bill or otherwise, as they

may be advised, for a further order or decree, whenever it shall appear that, by reason of a change in circumstances, the rates fixed by the state's acts and orders, are sufficient to yield to the company reasonable compensation for the services rendered.

The decrees in Nos. 291 and 292 are reversed and the cases remanded, with directions to dismiss the bills, respectively, without prejudice.

The decree in No. 293 is modified, as stated in the opinion, and as modified is affirmed.

Mr. Justice McKenna concurs in the result.

### APPLICATIONS FOR EXEMPTION FROM PROVISIONS OF CLEARANCE LAW, CHAPTER 307, G. L. 1913.

David Tozer Company, Stillwater. Application for relief from provisions of chapter 307, G. L. 1913, relating to clearance between factory and railway tracks. Reported in detail, page 165.

Twin City Cold Storage Company, Minneapolis, and Minneapolis & St. Louis Railroad Company. Application for permission to construct a building adjacent to and over two industry tracks on block 85, Howe addition to Minneapolis, with side and overhead clearance less than prescribed by chapter 307, G. L. 1913. Reported in detail, page 166.

Crescent Elevator Company, Minneapolis vs. Great Northern Railway Company and Chicago Great Western Railroad Company. Application to construct certain storage tanks having less clearance than eight feet. Reported in detail, page 168.

Butler Bros., Minneapolis, by Lancaster, Simpson & Purdy, attorneys, vs. Minneapolis & St. Louis Railroad Company. Application for permission to construct passageway over spur track on Minneapolis & St. Louis Railroad between Fifth and Sixth streets with less clearance than prescribed by law. Reported in detail, page 169.

Electric Short Line Railway Company, Minneapolis. Application for relief from new clearance law in the construction of steel railroad bridge with necessary supports across tracks and right-of-way of Minneapolis & St. Louis Railroad and Great Northern Railway at Holden street, Minneapolis. Reported in detail, page 171.

Northwestern Fuel Company, St. Paul vs. Chicago, Milwaukee & St. Paul Railway Company. Petition for exemption from provisions of clearance law in the installation of spur track adjoining Northwestern Fuel Company's Minneapolis yard No. 2 between Bryant and Aldrich avenues. Reported in detail, page 173.



Application by Chicago, St. Paul, Minneapolis & Omaha Railway Company for relief from provisions of clearance law in the matter of bridges Nos. 54 and 61 respectively, a short distance west of Heron Lake and Miloma. Reported, page 174.

Application by the Chicago, St. Paul, Minneapolis & Omaha Railway Company for relief from the provisions of the clearance law in the matter of engine door openings and cinder pit in engine house at Duluth. Reported, page 175.

State Board of Control, J. D. Mills, secretary. Application for relief from provisions of chapter 307, General Laws of 1913, known as "clearance law" as applied to gate of the St. Cloud Reformatory on the Northern Pacific Railway Company. Reported in detail, page 176.

Application by the Great Northern Railway Company for relief from the provisions of chapter 148, G. L. 1913, as amended by chapter 448, G. L. 1913, in its application to its new passenger station at Minneapolis, Minn. Reported, page 23.

#### ABANDONMENT OF RAILWAY LINES.

Application of Minneapolis & St. Paul Suburban Railroad Company for permission to abandon certain tracks in the village of North St. Paul and to substitute in lieu thereof a track upon the right-of-way of the Wisconsin Central Railway Company in said village. Reported in detail, page 177.

Application of Chicago, Milwaukee & St. Paul Railway Company for permission to change its line of road from Ortonville to Milbank, S. D., and to abandon the stations of Ortonville and Big Stone, substituting therefor double tracks and a single station to be located on the state line. Reported in detail, page 180.

Application of Minnesota & International Railway Company for permission to abandon a portion of its main line of railway at Brainerd, substituting therefor a cut-off and obviating the necessity for turning trains on the wye of the Northern Pacific Railway Company. Reported in detail, page 183.

Application by Wisconsin, Minnesota & Pacific Railway Company to abandon certain trackage and station facilities at Fari-bault and substitute new facilities therefor. Reported in detail, under depot cases, page 184.

## DEPOTS AND DEPOT SERVICE.

South St. Paul Commercial Club and C. W. Clark, Mayor, on behalf of the city of South St. Paul vs. Chicago Great Western Railroad Company. Complaint of inadequate depot facilities and dangerous crossing. After investigation the Commission permitted the company to install an electric bell with flash light after dark, with the understanding that if after reasonable trial such protection is not effective the question would again be reviewed by the Commission.

The present depot facilities were considered by the Commission as adequate to take care of the business offered at present time.

Village Council, Argyle vs. Great Northern Railway Company. Petition for new depot. Railway company agreed to erect new depot the following year. Case reopened later on account of railway company having failed to erect depot as agreed. Reported in detail, page 186.

Citizens of Steiner vs. Great Northern Railway Company. Petition for depot facilities, loading platform and stockyards. Company agreed to erect platform, provide a car body for protection of freight, and install a loading chute, which proved satisfactory for the time being.

W. R. B. Smyth, Park Rapids vs. Great Northern Railway Company. Request for improved passenger train service and depot accommodations. Investigation by Commission resulted in substantial changes and improvements in present station building.

Stratheona Creamery Company, Stratheona vs. Great Northern Railway Company. Application for station agent. Reported in detail, page 191.

Citizens of Franklin vs. Minneapolis & St. Louis Railroad Company. Application for enlargement of depot facilities. Company agreed to improve conditions temporarily and in the spring to either remodel or rebuild the station.

Residents of Douglas and Polk counties in vicinity of Forada and certain wholesale shippers of Minneapolis, shipping to Forada on the Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for station agent. After considerable correspondence a representative of the Commission visited Forada and recommended, in view of the present earnings, that the railway company install an agent, which they agreed to do at an early date.

Charles Henry, St. Paul, vs. Minneapolis & St. Louis Railroad Company. Upon refusal of baggagemen on evening trains to accept baggage for Young America account of no night agent at that point. Assurance given by company that no further cause for complaint of this kind would occur in the future.

J. L. Owen, Angora vs. Duluth, Rainy Lake & Winnipeg Railway Company. Petition for agent at Angora. Brought to company's notice, resulting in regular agency being established.

Application of Northern Pacific Railway Company for permission to withdraw agent who was installed temporarily at Davidson during grain shipping season, said application being accompanied by statement of earnings. Permission granted as earnings were not up to statutory requirements.

Residents in vicinity of Mile Post No. 62, located between Brookston and Paupores, on Great Northern Railway Company. Petition for establishment of station and stopping of trains. Reported in detail, page 192.

James H. Quinn, Fairmont vs. Chicago, Milwaukee & St. Paul, Chicago, St. Paul, Minneapolis & Omaha, and Chicago & North-Western Railway Companies. Alleged inadequate station service and facilities at said point. Referred to respective companies, resulting in more satisfactory conditions.

John Porter, Albert Moore and Geo. Cole, citizens of Ebro, on the Great Northern Railway. Complaint that the custodian service recently ordered in by the Commission is not being furnished. Railway company's attention was called to this situation and existing conditions promptly remedied.

Michael Diethelm, chairman town board, Victoria vs. Minneapolis & St. Louis Railroad Company. Complaint that custodian fails to keep depot warm and lighted one-half hour before and after arrival of trains as required by law. Brought to company's attention, resulting in improved service.

Citizens of Lansing vs. Chicago, Milwaukee & St. Paul Railway Company. Application for improved depot service in respect to keeping same open, warmed and lighted for night trains. Railway company acceded to petitioners' request.

C. C. Leigh, postmaster, Leigh vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for erection of depot or shelter at Hillman station. Brought to attention of company, resulting in erection of a station building sufficient for present requirements.

Cliff W. Gress, Cannon Falls vs. Chicago Great Western Railroad Company. Complaint that village of Goodhue has but one waiting room at the depot while entitled under the law to two. Matter referred to railroad company, which filed petition signed by residents and business men at Goodhue stating that present facilities were adequate and asking to have further action deferred. Complainant was asked if under the circumstances he decide to proceed, but nothing further developed.

M. W. Williams, Bruno vs. Great Northern Railway Company. Application for new depot. Company agreed to erect same in the month of June following. Was accepted as satisfactory.

C. J. Sjoberg, Roseau vs. Great Northern Railway Company. Application for station building and agent at Salol. Statement submitted by the company indicated shipments consisting mostly of forest products and in-bound shipments of baled hay and feed, and that the facilities consist of a cinder platform. Further information was requested by the Commission regarding population, present facilities, etc., which elicited no further attention.

Residents of Searles vs. Minneapolis & St. Louis Railroad Company. Petition for agent and operator. Case investigated, showing that earnings were not sufficient to justify ordering in an agent, but company was requested, and agreed to furnish better custodian service.

Residents of Flaming vs. Northern Pacific Railway Company. Application for a depot and warehouse. Case adjusted temporarily by substitution of a large box car body for present facilities, the earnings at the station not warranting further accommodations at the time.

Residents of Brevator vs. Great Northern Railway Company. Petition for waiting room and freight shed at depot. Petition satisfied by the removal of a building from another point to Brevator, thus providing facilities requested.

McGlin Bros., Canby vs. Chicago, Milwaukee & St. Paul Railway Company. Complaint that depot is not kept open to accommodate passengers for night trains. Company agreed to have depot kept open as requested.

Citizens of Okabena vs. Chicago, Milwaukee & St. Paul Railway Company. Application to have depot kept open to accommodate passengers for night trains. Request granted by company.

C. Elmer Ekman, Stanley (Wirt postoffice) vs. Minneapolis & Rainy River Railway Company. Petition for depot and depot facilities at Stanley. Investigation showed earnings to be too small to justify order for construction of a new depot. Railway company agreed to improve the present accommodations.

Peterson Implement Company, Litchfield vs. Great Northern Railway Company. Application for platform to load and unload heavy machinery. Facilities furnished by the company.

Application by Wisconsin, Minnesota & Pacific Railroad Company for permission to abandon certain tracks, depot and stockyards in the city of Faribault. Reported in detail, page 184.

Commercial Club, Almora vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Petition for station agent. Earnings being found to be below statutory requirements, the petition was not granted. Suggestion made that application could be renewed when business is sufficiently increased.

C. D. Buchanan, Plainview vs. Chicago & North-Western Railway Company. Application for new station building. Reported in detail, page 194.

Residents of Dovray vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Application for station agent. Earnings being found to be above statutory requirements, company was asked to comply with the application by installing an agent, which was done.

P. H. White, Credit River (Keatings Crossing) vs. Chicago, Milwaukee & St. Paul Railway Company. Application for restoration of telephone at Prior Lake depot for the convenience of shippers at Keatings Crossing. Taken up with company, resulting in service being restored.

Andrew L. Jelsing, Dale vs. Northern Pacific Railway Company. Complaint regarding inadequacy of present station facilities. After investigation by Commission, following recommendations were made: That certain trains should be stopped regularly, and on flag; that a telephone and bill box should be installed and perishable merchandise be placed in the waiting room. The earnings were not deemed sufficient to justify the installation of an agent. The company agreed to comply with the recommendations submitted by the Commission.

Alfred L. Atwood, Austin vs. Chicago Great Western Railroad Company. Complaint of lack of proper depot accommodations at

Mayville. Referred to superintendent of the company, who assured that repairs would be made to the building and other necessary facilities arranged for, of which complainant was duly advised.

Citizens of Kerkhoven vs. Great Northern Railway Company. Application for the erection of a new depot. While in correspondence with the railway company, the petitioners requested that further proceedings be held in abeyance pending the outcome of a promise by the company to construct a new depot in the spring.

Ernest Meyer, Norwood vs. Minneapolis & St. Louis Railroad Company. Alleged inadequate depot facilities, the building having been burned and not replaced. Referred to the company, which advised that plans and estimates were being prepared for the construction of a new building which would be completed at an early date.

Residents of Quamba vs. Great Northern Railway Company. Petition for station building and agent. Investigation indicated that earnings were not up to statutory requirements, therefore petition could not be complied with.

Robert C. Haggberg, Redtop vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for depot and agent. Matter adjusted by railway company's agreement to build a standard depot building during the summer.

N. P. Burman, Malmo vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Alleged refusal by company's agent to sell tickets to Isle station. Investigation indicated that agent's refusal was due to misunderstanding, which was remedied on being brought to company's attention.

Wells-Olson & Company, Herman, vs. Great Northern Railway Company. Delay in handling freight. Referred to company, eliciting advice that improved service had been installed within the past day or two which was deemed adequate to remedy any trouble complained of. Complainants so informed and requested to advise if they had any further trouble.

Lambert F. Prigge, Ada vs. Great Northern Railway Company. Alleged grievance as to condition of toilet rooms at this station. Adjusted by company's removal of building to new location and other improvements in existing conditions.

II. Warren, Guthrie vs. Minnesota & International Railway Company. Request for erection of depot. Investigation developed

that earnings were not sufficient to warrant improvements asked for.

D. Sharp, Brookins, S. D. vs. Chicago & North-Western Railway Company. Complaint regarding condition of waiting rooms in depot at Marshall. Referred to company, eliciting assurance that conditions would at once be remedied without any further action on the part of the Commission.

Citizens of Ulen vs. Northern Pacific Railway Company. Petition for night agent. Investigation indicated that such service was needed to meet the night train carrying mail pouches. Informed that this was a matter outside of the jurisdiction of the Commission and should be referred to the United States government authorities.

Application by Canadian Northern Railway Company for permission to abolish the stations of Murlind, Putnam and Rice River, and remove the names from freight and passenger tariffs. General manager of the company advised that there were no side tracks or facilities and no revenue derived at said stations. The Commission granted permission to abolish stations with the understanding that should complaint arise the case would be reopened for hearing.

Application by Chicago, Milwaukee & St. Paul Railway Company to close the station of Newhouse on the Preston Line, on account of small earnings and inability to secure custodian in place of one resigned. Application denied after investigation.

Application of Great Northern Railway Company to discontinue agents at Minnetonka Beach and Spring Park stations during the winter. Permission granted with understanding that custodian service be installed and waiting room kept open and heated one-half hour before and after arrival and departure of trains.

Citizens of Pierz vs. Northern Pacific Railway Company. Application for erection of depot and installation of agent. Taken up with the railway company which agreed to erect standard station, the work to be started at an early date.

C. P. DeLaittre, Aitkin vs. Great Northern and Northern Pacific Railway Companies. Alleged unsanitary condition at various depots along said lines. On request for specific information, complainant furnished names of several stations on the Northern Pacific Railway, but failed to specify any on the Great Northern. Matter investigated by the Northern Pacific Railway Company,

but found no conditions to exist such as were complained of, and complainant admitted that he had not personally made any inspection of the stations mentioned.

Citizens of Eyota, by J. T. Richards, village recorder vs. Chicago & North-Western Railway Company. Alleged that railway company has failed to carry out agreement to light the depot with electricity; also that crossings are blocked when passengers desire to board trains. Investigated and found that the company is willing and ready to install electricity as soon as night current is furnished. Regarding the complaint that crossings are blocked, the superintendent advises that train crews had all been instructed to keep crossings clear hereafter when passenger trains are at the station.

G. L. Gotchammer, St. Paul vs. Great Northern Railway Company. Complaint that no one is on duty at night at Alpena station to check baggage on night train. Referred to railway company and assurance given that an arrangement would be provided for selling tickets and checking baggage.

J. Lowry and J. B. McLeron, Duluth vs. Northern Pacific Railway Company. Insufficient station accommodations at Wrenshall. Referred to railway company, resulting in agreement to build additional waiting room; the work to be commenced as soon as material could be assembled.

Joseph S. Campbell, 3236 Aldrich avenue S., Minneapolis, vs. Great Northern Railway Company. Complaint that depot at Doran is locked at night. Referred to general superintendent, resulting in agreement to have depot kept open at night to accommodate patrons waiting for midnight train.

Victor E. Erickson, Stanchfield vs. Great Northern Railway Company. Complaint regarding depot service. Reported, page 197.

Adolph L. Larson, Sandstone vs. Great Northern Railway Company. Complaint of lack of toilet facilities in depot at Sandstone. Satisfactorily adjusted when brought to company's attention.

Northern Pacific Railway Company, by A. V. Brown, superintendent, Duluth. Application for permission to discontinue telegraph office at Scanlon, Minn., but retaining ticket agency, account business falling off. Superintendent was asked to furnish popula-



tion of village and did so, which showed number to be 356. Permission was then granted to close telegraph office.

Citizens of Oak Park on Great Northern Railway Company. Application for depot and agent. Company agreed to erect a portable depot in the spring, which proved a satisfactory disposition of the matter.

Citizens of Barrows vs. Northern Pacific Railway Company. Application for erection of a depot and installation of agent. Taken up with the railway company, which agreed to erect standard combination depot, work to be started as early as possible.

#### TRAIN SERVICE.

Citizens at stations along the line of the Great Northern Railway Company, between St. Cloud and Willmar and St. Cloud and Melrose. Complaint of inadequate freight and passenger service. Reported, page 197.

P. M. Peterson and V. E. Erickson, Stanchfield vs. Great Northern Railway Company. Application for improved train service and installation of agent. Reported, page 200.

Geo. E. Olson, Wahkon vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Complaint of irregular schedule maintained by company in running mixed trains between Onamia and Duluth. Investigation developed that the trouble was caused by waiting for connections with two coast trains at Brooten, and that if this connection was not made with Duluth trains, passengers would be held for twenty-four hours. Assurance given by company that every effort would be made to maintain schedules.

Farmers and business men of Rustad vs. Great Northern Railway Company. Petition to have passenger train No. 9 stop on signal at said station. On being referred to company, the petition was granted.

A. T. Stebbins, Rochester vs. Chicago & North-Western Railway Company. Application for stopping of train No. 514, known as "Rapid City—Chicago through train," at Dover and Byron. Referred to general agent of company, resulting in explanation that the stops desired could not be made and maintain schedule. Complainant informed if he desired to carry the matter further to file a formal complaint with the Commission and date for hearing would be fixed.

A. W. Bergstrom, Pennoek vs. Great Northern Railway Company. Application to have passenger train No. 10, eastbound, stop

on signal. Company asked to comply with request, but declined on account of close connections now made by this train at St. Paul. Complainant informed that if he desired to carry the matter further, formal complaint would be necessary, which he declined to furnish.

E. W. French, St. Paul, representing Foley Bros. & Kelly vs. Chicago, Rock Island & Pacific Railway Company. Complaint that passenger trains entering Twin Cities not run on schedule time. Brought to the attention of the company, resulting in agreement to run first section of through train on time to connect with Manley connections to Minneapolis, in cases when this train was thirty minutes or more behind time.

Irving Todd, Jr., Hastings vs. Chicago, Milwaukee & St. Paul Railway Company. Unsatisfactory local passenger train service on River Division to Twin Cities. Conditions remedied by adoption of new schedule.

A. L. Smith, secretary United Commercial Travelers Association, Owatonna vs. Chicago, Rock Island & Pacific Railway Company. Complaint of irregularity of schedules maintained by trains passing through Owatonna and of unreliability of information in connection therewith furnished by operator at station. Complaint presented to railway company, resulting in additional operator at Owatonna and promise of improved train service.

Residents in the vicinity of Denham, by F. L. Olson, Denham vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Additional freight train service on Brooten Line between Superior, Wisconsin and Onamia, requested. Referred to railway company and petition denied on the ground that the present service was adequate to handle the business now offering. Petitioners were advised that the Commission had no jurisdiction on account of being interstate business.

Cussons Milling Company and Commercial Club, Stewartville vs. Chicago Great Western Railway Company. Complaint against discontinuance of Sunday passenger train, Osage to Rochester, thereby affecting the mail service. Complainants advised that if present service is considered inadequate and unreasonable, proper course would be to file formal complaint with the Commission, when date for hearing would be fixed. No further action was taken by the complainants.

Edward Holecek, Bushvale, on Great Northern Railway. Application for additional passenger train service. Adjusted by company's agreement to stop trains known as Nos. 9 and 10 at Brushvale for passengers destined to Grand Forks and Twin Cities.

M. N. Reistroffer, village clerk, Brewster vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Complaint of undue speed of passenger trains running through the village. Matter referred to general manager of the company, who advised that the subject would be taken up with a view of maintaining safe speed through the village.

E. C. Teachout et al., Chatfield vs. Chicago, Milwaukee & St. Paul Railway Company. Alleged unsatisfactory passenger train service on Southern Minnesota Division, known as Preston to Reno Branch, by reason of failure to hold trains at Isinours for connections. Order issued by company to hold trains thereafter until it be definitely known that trains to arrive contain no passengers for points beyond Preston.

Kiewel Brewing Company, Crookston vs. Great Northern Railway Company. Alleged unsatisfactory freight train service on branch line between Crookston and St. Vincent by reason of freight being taken to the end of the line and unloaded on return trip. Investigation showed that train referred to is fast freight between Twin Cities and Winnipeg, conditions making it necessary to run to Noyes and distribute freight back on a local, as the limited business does not warrant running but one train in each direction daily. Complainant so advised.

Citizens of Virginia, Chisholm, Hibbing and Buhl, vs. Great Northern Railway Company. Petition for reinstatement of passenger train service. Reported, page 204.

Citizens of Stewartville, Hamilton, Ostrander and Spring Valley vs. Chicago Great Western Railroad Company. Application for reinstatement of passenger train service furnished on line prior to February 1, 1913. Reported, page 207.

Harry Ryan and V. F. Zeaman, Deer River vs. Minneapolis & Rainy River Railway Company. Alleged failure of company to stop train and take on complainants and their freight at Clark's, a flag station where complainants had been left off, previously. Matter referred to company, which stated in reply that complainants were not at the proper stopping place for passengers to take train. Complainants were so informed. Nothing further heard.

Citizens, residents of Washington County, residing in the vicinity of Withrow, Marine, Copas and Otisville vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Petition for improved passenger train service. Reported, page 209.

Thos. Jones, Fairmont vs. Chicago & North-Western Railway Company. Complaint of failure of company to hold westbound train at Blue Earth for connection with the Chicago, St. Paul, Minneapolis & Omaha Railway Company's train northbound. Investigation resulted in orders being given to obviate any further cause for complaint.

Henry Hahn & Company, Sargent vs. Chicago Great Western Railroad Company. Alleged inadequate train service. Taken up with the railway company, resulting in the assurance that adequate service would be furnished in the future, and obviate any further cause for complaint.

Citizens of Angora, by Wm. J. Archer, attorney vs. Duluth, Winnipeg & Pacific Railway Company. Alleged inadequate passenger train service in Duluth. Reported, page 216.

Stock shippers at Fairfax and other points on Western Division of Minneapolis & St. Louis Railroad. Alleged lack of accommodations for attendants with live stock shipments to South St. Paul from points east of Morton. Brought to the attention of the railway company, resulting in passenger coach being provided.

Application by Great Northern Railway Company for permission to eliminate the stopping of trains Nos. 35 and 36 at Dugdale and substitute therefor stop at Tilden Junction. Application granted.

Citizens of Orr vs. Duluth, Winnipeg & Pacific Railway Company. Application for stopping on flag of trains Nos. 1 and 2 at Orr station. Reported, page 219.

J. S. Jacobson, Elbow Lake vs. Great Northern Railway Company. Alleged that trains are not run on schedule time on Tintah-Evansville Branch. Company was requested to see that schedules are adhered to and agreed to comply.

J. W. Rundquist, Grasston vs. Great Northern Railway Company. Application to have northbound passenger train No. 24 stop at Grasston. Company complied with request.

W. J. North, 326 West Superior street, Duluth vs. Northern Pacific Railway Company. Application for stopping of afternoon train from Duluth at Forest Lake. Railway company was request-

ed to afford necessary relief, resulting in agreement to make stop on Saturdays.

D. B. McEachin, Hibbing vs. Mesabe Railway Company. Complaint of discontinuance of passenger stop within the city limits at what is known as Hibbing Center or Station No. 3. Company explained that although this particular stop had been discontinued, substitution had been made some 350 feet distant; also that the company now maintains seven stops within eleven blocks. Complainant was advised that if this was not satisfactory to file a formal complaint. Nothing further heard.

E. F. Sternberg, St. Paul vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Alleged that trains were not heated between Bingham Lake and Curry during the month of October. Brought to company's attention, resulting in arrangements being made to avoid further cause for complaint.

#### SIDE TRACKS AND SPURS.

Gus Lindgren, Duluth vs. Duluth, Winnipeg & Pacific Railway Company. Complaint of discrimination in use of side track at Mile Post No. 52, near Dinhaven, between Duluth and Virginia. General manager advised by Commission that the use of spur tracks cannot be restricted to single individuals, which adjusted the grievance.

Application by James E. McGrath, Stillwater, for installation of spur track on Minneapolis, St. Paul & Sault Ste. Marie Railway south of Mille Lacs Lake, for the purpose of hauling out logs. Complainant was informed that application must come from railway company, the company being in turn advised that the Commission would favor granting the request.

Application of Minneapolis, St. Paul & Sault Ste. Marie Railway Company for extension of authority to operate temporary spur tracks at Mile Posts 317 and 260 on Duluth-Superior Division, present permits expiring February 8 and 12, 1913, respectively. Permission given to operate said spurs for another year, subject to the usual conditions, to-wit: Compliance with the law regarding notice that track is for temporary purposes only, to be observed.

Anton Jensen, McIntosh vs. Great Northern Railway Company. Application for spur track to complainant's flour mill. Reported, page 220.

Residents of Gheen vs. Duluth, Rainy Lake & Winnipeg Railway Company. Petition for side track facilities. Railway company agreed to install additional trackage to meet requirements.

Ole Langseth, Felton vs. Great Northern Railway Company. Application for side track between Felton and Averill on the northeast quarter of section 20-141-46, Flowing township, Clay county. Investigation disclosed that shipments consist mostly of hay, the company claiming that business did not warrant installation of side track. Complainant requested to furnish additional information as to the number of settlers in the district, etc., which elicited no reply.

Application by Minneapolis, St. Paul & Sault Ste. Marie Railway Company for extension of one year to operate temporary spur at Remer, Mile Post 313, Moose Lake-Plummer Line. Permission granted in consideration that usual rules are to be complied with.

Village of Nashwauk vs. Great Northern Railway Company. Application for spur track to the light and water plant in the village. Brought to the attention of railway company, which declined to comply. Complainants informed of non-jurisdiction of the Commission to require the company to furnish same under the existing conditions.

Application by Minneapolis, St. Paul & Sault Ste. Marie Railway Company for extension of time to operate Spur 325 at Boy River, present authority expiring June 17, 1913, which authority was granted for another twelve months, subject to the usual conditions.

Application by Minneapolis, St. Paul & Sault Ste. Marie Railway Company for permission to operate temporary spur track to be put in at Boy River to serve Curry & Whyte. Permission granted under the usual conditions.

Zenith Cedar Company, Duluth, vs. Duluth, Winnipeg & Pacific Railway Company. Application for reinstallation of spur track at or near Mile Post 63.5 at location known as "McDevitt's." Company agreed if complainants would remove posts to give proper clearance, track would be installed to permit loading out of the accumulation, after which it would be taken up. Applicants so advised.

Residents in vicinity of Zimmerman and Princeton vs. Great Northern Railway Company. Application for siding on section 28,

range 26 and township 35, located between Princeton and Zimmerman at what is known as School House No. 50. Reported, page 224.

Settlers residing at and near Mile Post No. 62, between Brookston and Paupores. Application for continuance of present spur track facilities. Reported, page 225.

J. B. Nygard, Paupores vs. Great Northern Railway Company. Lack of side track facilities for loading. Complaint satisfied by railway company installing additional side track.

West Elevator Company, Johnson vs. Great Northern Railway Company. Application for removal or extension of side track to a point nearer complainant's elevator. Railway company agreed to include a provision for this purpose in next year's budget.

R. R. Howell & Company, Minneapolis vs. Northern Pacific Railway Company. Complainant debarred from use of spur track for loading purposes. Satisfactorily adjusted by company's agreement to lay another track for complainant's use.

Shippers' and Producers' Association, Osseo, vs. Great Northern Railway Company. Application for team track for purpose of loading potatoes. Railway company acceded to the petition by building a spur 900 feet long.

Womack-Fooshe Coal Company, St. Paul vs. Chicago, Milwaukee & St. Paul Railway Company. Application for side track. No satisfactory adjustment of question was arrived at, the complainants and the railroad company not being able to agree on terms.

Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for extension of time for one year to operate certain spur tracks on Duluth-Superior Division. Extension granted as requested.

A. J. Anderson, Margie vs. Minnesota & International Railway Company. Complaint that railway company had served notice of intention to remove spur 153, located one and one-quarter miles south of town. General manager was informed that no spur tracks can be removed without consent of Commission, and in reply stated it was the intention of the company to extend spur to Margie during summer to take care of all business, after which legal means would be taken to remove said spur.

Richmond Flour Mill, by F. Wurst, proprietor, Richmond vs. Great Northern Railway Company. Application for spur track to flouring mill. Satisfactorily adjusted by railway company agreeing to build track in spring.

## CROSSINGS.

F. H. Peterson, attorney, Moorhead, for R. T. Evans, Muskoda vs. Northern Pacific Railway Company. Application for underground farm crossing. Railway company declined to provide same on the ground that there is a good and sufficient crossing on the land. Nothing further developed on the subject.

C. Swenson, village recorder, St. Hilaire vs. Great Northern Railway Company. Alleged inability of town board to persuade railway company to install crossing at intersection of highway by railway tracks. Complainants informed that this was matter not within the jurisdiction of the Commission, but would be referred to the company with recommendations. Company held that the town should do the grading and the company would complete the crossing. Complainants so informed.

H. A. Martz, Elroy vs. Chicago, Milwaukee & St. Paul Railway Company. Petition for establishment of additional railway crossing and planking of same. Company advised that an additional crossing at the point designated was not only deemed unnecessary but dangerous. Complainants so informed and further advised that the county commissioners had jurisdiction in the premises.

Wm. M. Jamieson, town clerk, Kelsey vs. Great Northern Railway Company. Application for crossing over railroad on wagon road between sections 10 and 15, township 54 north, range 18 west. Referred to company's representative at Superior, Wisconsin, who agreed to comply with request within a short time.

Wm. Perrizo, Jr., and village council, Clontarf vs. Great Northern Railway Company. Application for installation of two crossings, there being but one at present time, which was considered insufficient and dangerous. Reported in detail, page 226.

H. M. Ide, Bengal vs. Great Northern Railway Company. Petition for assistance in obtaining farm crossing over right-of-way one mile south of Stewart. Brought to company's attention and crossing secured.

Citizens of Burr vs. Chicago & North-Western Railway Company. Application for crossing over right-of-way in Ford township. Company gave assurance that work would be commenced on same in the early fall.

John J. Fahey, county attorney, Norwood vs. Chicago, Milwaukee & St. Paul Railway Company. Complaint of dangerous



crossing located in section 3, township 115, range 24, Carver county. Brought to attention of railway company, resulting in assurance that changes would be made to satisfaction of county commissioners.

Residents of Big Lake vs. Great Northern and Northern Pacific Railway Companies. Complaint of dangerous crossing at said station. The petition as presented not complying with the requirements of the law, was returned to village clerk for amendment. Nothing further was heard with reference to the matter.

H. E. Huber, Gemmell vs. Minnesota & International Railway Company. Dangerous condition of crossing at Evergreen. Petitioner requested to file formal complaint, which subsequently proved to be unnecessary, as the company concluded to make the required repairs.

John Winquist, Kettle River vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for crossing on public road three-quarters of a mile east of Kettle River. Referred to railway company, eliciting assurance that crossing would be furnished at an early date.

F. W. Reed, Wrenshall vs. Great Northern Railway Company. Petition for farm crossing between sections 23 and 26, township 48, range 16, Carlton county. Crossing furnished by railway company as requested.

Village council, Lonsdale, on Chicago, Milwaukee & St. Paul Railway. Complaint of dangerous crossing in said village. Reported, page 228.

#### WYES.

Commercial Club, Thief River Falls vs. Great Northern Railway Company and Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for track connection between the roads named. Commission made its order October 2, 1912, requiring the construction of the wye in question. Appeal was taken from said order to the district court of Pennington county, with the result that the order of the Commission was upheld. Reported, page 229.

#### PLATFORMS.

P. F. Bonde, Watson vs. Chicago, Milwaukee & St. Paul Railway Company. Application for unloading platform. Satisfactory compliance made by company on matter being brought to its attention.

Louis Schroeder, Fallon vs. Northern Pacific Railway Company. Alleged lack of loading facilities at Fallon and need of platform. Railway company requested by Commission to construct suitable platform and complied.

Salmon & Szarzynski, Taunton vs. Chicago & North-Western Railway Company. Application for unloading platform for heavy freight. Referred to company, which promptly agreed to erect platform as soon as material could be assembled.

#### APPLICATIONS FOR STOCKYARD FACILITIES.

H. M. McFarlin, Elder vs. Great Northern Railway Company. Application for stockyards. On being brought to the attention of the company the application was granted.

C. H. Larson, Nelson vs. Great Northern Railway Company. Application for stock shed and well in the present stockyards. On being presented to the company, agreement was reached whereby the request was granted.

J. F. Walker, Princeton vs. Great Northern Railway Company. Application for enlargement of stockyards and additional facilities at Zimmerman. Complaint satisfied by installation of covered pen and well.

Olaf Jensen, Askov vs. Great Northern Railway Company. Application for stockyard facilities. Railway company agreed to make improvements during the spring.

L. P. Hanson, Brewster vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Petition to have stock scales furnished. Railway company agreed to install same without unreasonable delay.

Oliver Halvorsen, Nevis vs. Great Northern Railway Company. Application for stock chute and stockyard at Dorset. Company declined to furnish same on the ground that business was not sufficient to justify such improvements at this time, in which the Commission concurred.

N. Eddie, Northwood, vs. Great Northern Railway Company. Complaint of insufficient stockyard facilities at Breckenridge, Minnesota, and of delay in movement of cars of stock from Breckenridge to South St. Paul. Brought to attention of company, resulting in improvements in stockyards and satisfactory adjustment of the complaint regarding car service.

Papke & Zuelke, Campbell vs. Great Northern Railway Company. Application for watering facilities in the stockyards, the present well being in disuse. Company advised that on investigation it had concluded to arrange for the necessary repairs and placing of water facilities in good condition.

Citizens of Faribault vs. Chicago, Milwaukee & St. Paul Railway Company. Application for removal of stockyards to a new location, the present yards being located in the residence portion of the town, making conditions unwholesome and unsatisfactory. Complainants informed that the question was entirely within the jurisdiction of the village board of health, but would be taken up by the Commission with the railway company. The company assured the Commission that the yards would in the future be kept in a sanitary condition and furnish no further opportunity for complaint.

A. S. Amundson, Georgeville vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for relocation of stockyards owing to present location being on low ground. Satisfactorily adjusted by company's agreement to change location.

A. J. Cameron and L. Whitehouse, La Crescent vs. Chicago, Milwaukee & St. Paul Railway Company. Alleged lack of stockyard facilities. Adjusted by railway company's agreement to repair wards and install scale.

William Perrizo, Jr., Clontarf vs. Great Northern Railway Company. Application for scales in stockyards. Reported, page 230.

Farmers' Co-operative Shipping Association, Park Rapids vs. Great Northern Railway Company. Complaint of insufficient transportation facilities for live stock, also lack of proper stockyard accommodations. Railway company gave assurance that better shipping arrangements would be established, also an addition to the yards.

East Side Farmers' Club, La Porte vs. Minnesota & International Railway Company. Application for stockyards and installation of scales. Case investigated and brought to the attention of the company, which agreed to construct suitable yards before fall, but declining to furnish scales as shipments amounted to but five carloads during the preceding twelve months.

F. W. Marsh, Pequot vs. Minnesota & International Railway Company. Application for stock pens and stock scale. Investigation indicated that shipments during preceding twelve months were

only ten carloads, which did not warrant the Commission in ordering the installation of scales. Railway company agreed to improve stockyards.

Cliff W. Gress, Cannon Falls, vs. Chicago Great Western Railroad Company. Application for the erection of stockyards and conveniences for loading at Bellechester. Reported, page 230.

J. A. Schoffman, Black Duck vs. Minnesota & International Railway Company. Application for stockyards. Taken up with company which advised willingness to erect yards, but owing to topography of country surrounding station it would be difficult to find proper site. On company's suggestion complainant was advised to correspond with general manager who would have an engineer look the ground over. Complainant so informed.

Herman Pfaender, New Ulm vs. Minneapolis & St. Louis Railroad Company. Lack of water accommodations in stockyards. Railroad company asked to make provision to supply water and agreed to do so by laying pipe line from a certain string in New Ulm.

#### COMPLAINTS AGAINST COMMISSION MERCHANTS.

Ottawa Elevator Company, Ottawa vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Claim for shortage on car rye amounting to \$81.25. Investigation showed that car had leaky ends. At consignee's suggestion complaint was referred to him to be taken up with the railway company for settlement.

Victory Mercantile Company, Augusta, Wisconsin vs. C. R. Rank & Company, St. Paul. Claim for returns on five cars of hay to be sold on commission. No satisfactory adjustment being obtainable from respondent, the complainant was advised to commence suit against the commission firm and its surety.

Chicago, St. Paul, Minneapolis & Omaha Railway Company vs. Jameson, Hevener & Griggs, St. Paul. Claim for demurrage on certain cars loaded with hay. This matter, by agreement between parties, was submitted to the Commission for decision. Reported in detail, page —

Wanner Bros., Almena, Wis. vs. C. D. Robinson Company, St. Paul. Complaint of unsatisfactory accounting for consignment of hay. Commission company explained that trackage charge accrued owing to hay being refused by purchaser on account of grade, and delay was caused in disposing of the same. Matter finally settled.

M. J. Stranberg, Pennock vs. Cleveland & Company. Complaint

of delay by commission company to make returns on certain consignments of hay. Commission company gave satisfactory explanation for delay mentioned. Matter adjusted.

Orr, Stark & Collett, attorneys, Minneapolis, for James MacKeon of Luverne, Minnesota vs. C. R. Rank & Company, St. Paul. Unsatisfactory returns on consignment of two cars of hay. As this respondent had discontinued business the complainant's attorneys were advised their only recourse would be an action against the defendant and his surety.

Molyneaux & Maher, attorneys, Cherokee, Iowa, for A. W. Payne vs. Superior Hay Company, Minneapolis. Complaint of failure to make returns on car of hay shipped from Milnor, N. D. Brought to attention of commission company and settlement secured.

M. E. Dahl, Twin Valley vs. Superior Hay Company, Minneapolis. Alleged failure to make returns on eight cars of hay. Investigation made and satisfactory settlement secured.

C. C. Albee, Benson vs. Union Hay Company, Minneapolis. Unsatisfactory returns on car of hay. Investigation made and satisfactory explanation of transaction furnished which was transmitted to complainant.

Winger & Engelman, Odessa vs. Farmers Independent Hay & Produce Company and Imperial Hay Company, Minneapolis. Complaint of failure to make returns on two carloads of hay. Satisfactory settlement secured.

Tatro Bros., Radium, vs. Superior Hay Company, Minneapolis. Complaint of delay in making returns on car of baled hay. Satisfactorily adjusted by commission company.

A. Roth, Cheney vs. Tilton Condiment Company, Minneapolis. Alleged non-returns on shipment of two cases of eggs. Settlement obtained for complainant by the Commission.

O. S. Olsen, Rothsay, vs. Union Hay Company, Minneapolis. Complaint of unsatisfactory returns on car of hay. Satisfactory settlement secured.

John Polo, Frederick, S. D. vs. Cooper Commission Company, Minneapolis. Complaint of delay in making return on consignment of barley. Taken up with commission company, resulting in settlement.

L. Cudd, Foxhome vs. Cleveland & Company, Minneapolis. Complaint of failure to make returns on two cars of hay. Satisfactorily adjusted.

Wm. R. Tosh, Foxhome vs. Cleveland & Company, Minneapolis. Claim satisfactorily adjusted.

M. E. Dahl, Twin Valley vs. Superior Hay Company, Minneapolis. Complaint of failure to make returns on carload of baled hay. Satisfactory adjustment secured.

W. W. Wellington, Foxhome vs. Tilton Condiment Company, Minneapolis. Complaint of failure to make returns on two boxes dressed poultry. Commission company finally rendered proper returns to complainant.

Geo. W. Hoffman, Foxhome vs. Tilton Condiment Company, Minneapolis. Complaint of failure to receive returns on barrel of dressed turkeys. Respondent on being notified advised that check had been mailed to complainant on the date of the receipt from the Commission of the complaint.

Ostergren, Kinder & Company, Dunnell vs. F. A. Lind, commission merchant, Minneapolis. Complaint of failure to make returns on consignment of 1,200 pounds of onions. Investigation disclosed that consignment was received in bad condition and could not be sold for enough money to cover the freight charges. Complainant advised to accept best terms obtainable.

Isaac Dowling, Milnor, N. D. vs. Superior Hay Company, Minneapolis. Complaint, non-returns on car of hay. No satisfactory settlement being obtainable, the license of the respondent was revoked by the Commission and the case given to the attorney general for prosecution.

William A. Newton, Fertile vs. Cleveland & Company, Minneapolis. Complaint of failure to make returns on car of hay. Referred to commission company for settlement, resulting in satisfactory adjustment being secured.

W. H. Gillott, attorney, Hastings, for C. W. Cook, Afton vs. Superior Hay Company, Minneapolis. Complaint of failure by respondent to make returns on car of hay. No settlement being secured, matter was put in the hands of the attorney general for prosecution.

A. L. Maxwell, Turtle Lake, N. D. vs. Gamble-Robinson Company, Minneapolis. Alleged unsatisfactory returns on carload of potatoes. Investigation made by Commission without satisfactory results. Complainant advised to take action against respondent and his surety.

C. J. Milligan Company, Sioux City, Iowa vs. Minnesota Hay & Grain Company. Complaint of non-returns of proceeds on consignment of two cars of hay. Case investigated and satisfactory settlement secured by the Commission.

M. C. Shields, manager Northern Demurrage Bureau for P. Hendricks, Kimball Prairie vs. Union Hay Company, Minneapolis. Unsatisfactory returns on carload of hay. Effort made to secure settlement but without success. Complainant informed his redress lay in suit against the commission merchant and his surety.

Lake Sarah Specialty Company, Rockford, Minn. vs. E. P. Stacy & Sons, Minneapolis. Unsatisfactory returns on three crates of cranberries. Investigation established that shipment was received in bad order and full returns made for actual price received. Complainant advised to file claim with express company for damage claimed.

Pope County Farmers' Co-operative Creamery Company, Starbuck vs. Barlow, Hull & Company, Minneapolis, and Knudsen Fruit Company, Duluth. Alleged non-returns on three cars of potatoes consigned to Barlow, Hull & Company and unsatisfactory settlement for shipment of eggs to Knudsen Fruit Company. Investigation established both of these cases as being transactions of barter and sale and therefore not under the jurisdiction of the Commission.

B. W. Marshall, Forest Lake vs. Minnesota Hay & Grain Company, Minneapolis. Failure to make returns on car of hay. Brought to attention of commission company, resulting in satisfactory settlement.

Hans Berdahl, Fordville, N. D., by E. S. Peterson, Park River, N. D., vs. Farmers General Service Co., Minneapolis. Claim for balance due on consignment of mixed car of wheat and barley. Settlement secured.

Berthold Potato Growers' Association, Berthold, N. D. vs. D. E. Ryan Company, Minneapolis. Unsatisfactory returns on seventy-one cars of potatoes. There being a dispute as to facts in the case, complainants were advised to take action in court.

Farmers' Co-operative Association, Viking vs. Cleveland & Company, Minneapolis. Complaint of delay in receiving returns on three carloads of potatoes. Matter investigated and case found to be one of sale outright over which the Commission had no jurisdiction.

Fisher & Fiscus, Foxhome vs. H. L. Elliott & Company, Minneapolis. Delay in returns on shipment of five cars of hay. Satisfactorily adjusted by respondent.

A. J. Snyder, Foxhome vs. H. L. Elliott & Company, Minneapolis. Alleged failure to make returns on seven cars of hay. Satisfactorily adjusted.

Mrs. D. Mulvenna, Britton, S. D. vs. Edwards Bros., Minneapolis. Unsatisfactory returns on one barrel of turkeys. Complaint not sustained on investigation.

Farmers General Service Company, Minneapolis vs. Cleveland & Company, Minneapolis. Alleged failure to make proper returns on one car hay. Satisfactorily adjusted.

A. G. Sorlie, Grand Forks, N. D. vs. Clarence C. Gray, St. Paul. Claim for settlement of car of hay shipped October 24, 1911. Investigation developed that responsibility lay with the Dana Warehouse Company to whom the car had been sold, but settlement declined by said company on account of car and contents having been consumed on their warehouse track before unloading, when warehouse was burned. Complainant advised if unable to reach amicable settlement his recourse lay in action at law.

L. Cudd, Foxhome vs. H. L. Elliott & Company, Minneapolis. Alleged failure to make returns on certain cars of hay. Taken up with the defendant company and settlement in full secured.

Hancock Bros., Benson vs. Cleveland & Company, Minneapolis. Claim that no return had been made on car of baled hay shipped July 21, 1913. Investigation developed that settlement had been delayed through a misunderstanding, which was satisfactorily adjusted by remittance of check for amount due.

Zieske Bros., Cobden vs. Bearman Fruit Company, Minneapolis. Claim for failure to make returns on shipment of apples. Satisfactorily adjusted when brought to respondent's attention.

Chamber of Commerce, Minneapolis, by John G. McHugh, secretary. Application for rule to harmonize circulars sent out by Chamber of Commerce, Minneapolis, and board of directors of Duluth Board of Trade, relating to selling of consigned grain by consignee to any person or company owned or controlled by the consignee. Application disposed of by the adoption of proper rule. Reported, page 19.



## COMPLAINTS REGARDING CAR SERVICE.

J. C. Parker, Cedar Spur vs. Canadian Northern Railway Company. Refusal of trainmaster to move log shipments account of overloaded cars. Taken up with company and amicably settled.

Ernest Poehls, Sabin vs. Great Northern Railway Company. Refusal of company to allow loading potatoes until they had been in store twenty-four hours in order to determine whether they had been frosted. Commission informed complainant that company was within its rights.

Bearman Fruit Company, Minneapolis vs. Chicago & North-Western Railway Company and Chicago, St. Paul, Minneapolis & Omaha Railway Company. Lack of sufficient refrigerator car service from points west of Mankato to the Twin Cities and to southern Minnesota points. Satisfactorily adjusted.

Montrose Farmers' Mercantile Company, Montrose vs. Great Northern Railway Company. Lack of refrigerator car service. Investigation made resulting in improved service.

Fisher Co-operative Creamery Association, Fisher vs. Great Northern Railway Company. Lack of refrigerator car service from Fisher to Duluth. Verbal complaint stating that one car per week would be satisfactory service. Taken up with company and arrangement secured whereby one car would leave Grand Forks every Thursday to serve Fisher, which was satisfactory.

Minneapolis Cereal Company, Minneapolis vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Complaint of undue delay in furnishing cars at Belle Plaine after orders had been placed. Case investigated, resulting in assurance that there would be no further cause for complaint.

Cash Supply Store, Stewartville vs. Chicago Great Western Railroad Company. Complaint of inadequate refrigerator car service. Investigation disclosed that railroad company was furnishing what the Commission considered reasonable service, and complainant was so informed.

Equity Co-operative Exchange, Minneapolis vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company, Great Northern Railway Company and Northern Pacific Railway Company. Complaint of delay in moving certain cars to elevators in Minneapolis. Officials of respective companies were served with copy of complaint, resulting in satisfactory adjustment.

Pacific Elevator Company, Minneapolis vs. Great Northern Railway Company. Complaint of discrimination in distribution of cars for grain loading. Complaint investigated but not established.

Nels Jensen and A. W. Hanson, Morgan, vs. Chicago & North-Western Railway Company. Application for refrigerator car service on the Redwood Branch for shipments of eggs during cold weather. Commission ascertained that shipments are now handled in baggage cars to Sleepy Eye, at which point connection is made with warm cars. Complainants so advised.

K. S. Skartum, Lake Benton vs. Chicago & North-Western Railway Company. Complaint alleging unsatisfactory refrigerator car service eastbound. Investigation disclosed that business was very light and that agent had heard of complaint, which was subsequently withdrawn.

Luthey & Burghardt, Angora vs. Canadian Northern Railway Company. Complaint of delayed car service in account of lack of proper loading tracks. Investigation disclosed that service was delayed on account of siding being blocked and trains meeting. Company agreed to increase loading trackage and improve the car service.

A. J. Anderson, Margie vs. Minnesota & International Railway Company. Complaint of inability to secure cars for forest products and lack of facilities for handling and loading cars. Company agreed to afford the necessary relief.

The Farmers' Milling Company, Cold Spring vs. Great Northern Railway Company. Complaint of unclean condition of cars furnished for flour shipments, also that agent refuses to accept less than carload shipments at depot. Railway company promised that hereafter clean cars would be furnished, and agent instructed as to the handling of shipments.

#### CLAIMS AND OVERCHARGES.

Waldorf Box Board Company, St. Paul vs. Northern Demurrage Bureau. Application for adjustment of differences in demurrage claims. Reported, page 232.

Deere & Webber Company, Minneapolis vs. Chicago, Milwaukee & St. Paul Railway Company. Claim for overcharge and other differences. Reported, page 237.

Hay and straw dealers, Minneapolis and St. Paul vs. Great Northern Railway Company and Northern Pacific Railway Com-

pany. Complaint of insufficient free time allowance for inclement weather and reinspection of hay and straw. Reported, page —

Chicago, St. Paul, Minneapolis & Omaha Railway Company vs. Jameson, Hevener & Griggs, St. Paul. Claim for unpaid demurrage charges. Reported, page 236.

Miss Maria L. Sanford, Minneapolis vs. Chicago, Milwaukee & St. Paul Railway Company and other interested lines. Application for refund on two lost tickets purchased at Minneapolis for Largo, Florida. Referred to interested carriers and partial settlement obtained, some roads not concurring in the refund.

P. A. Frenette, Crosby vs. Great Northern Railway Company. Overcharge on shipment of household goods from Akely to Crosby, Minnesota. Investigation disclosed an overcharge in weight and claim satisfactorily adjusted.

Martin Bros., Duluth vs. Duluth, Missabe & Northern Railway Company. Overcharge on shipment of cedar poles, Grand Lake to Duluth. Log rate alleged as being charged. Commission found no claim was established, the right rate having been applied.

Loftus-Hubbard Company, Minneapolis vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Alleged overcharge on shipment of baled hay moving from Minneapolis to Ivanhoe, account of railway company furnishing larger car than ordered. Complainants were advised that the Commission would entertain formal complaint and fix a hearing. Matter disposed of without formal hearing.

M. C. Davis, Badger vs. Great Northern Railway Company. Application for assistance in adjustment of claim for bottles broken in transit. Satisfactory settlement made by company.

F. L. Bennett, Wrenshall vs. Northern Pacific Railway Company. Claim for loss and damage on household goods from Mankato to Wrenshall, Minnesota. Satisfactory adjustment secured.

Winfield Holmes, Wrenshall vs. Northern Pacific Railway Company. Claim for loss on two oil heaters and section lining in handling of car of vegetables shipped to Twin Cities. Satisfactory adjustment made by company.

Claude O. Brooks, Alberta vs. Great Northern Railway Company. Loss of hay and damaged meadow account of fire from engine. Taken up with railway company, resulting in tender of settlement.

James Tereau, Mentor vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Claim for loss of two pieces of household furniture from shipment moving from Regina, Sask. Matter investigated by Commission with a view to securing satisfactory adjustment, but without success. Complainant advised that recourse lay in action to recover.

Duluth Log Company, Duluth vs. Duluth, Missabe & Northern Railway Company. Claim for overcharge on car of mining timbers from Duluth to Virginia in June, 1911. Commission on investigation found no grounds for claim.

Charles Jacobson, Kelliher vs. Minnesota & International Railway Company. Complaint of shortage or pilferage from freight shipments of merchandise and refusal of agent to so note on the expense bill. While investigation was pending complainant advised he had sent freight bills and claim to his wholesale house to be taken up with railroad company.

K. K. Meland, Leonard vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Claim for overcharge on shipment of hay on account of smaller car being furnished than ordered, it being impossible to load minimum weight in car. Adjusted by company making refund of charges to basis of actual weight.

Bookwalter & Company, Minneapolis vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Claim for loss on account of delay in delivering shipment of eggs, Sioux City, Iowa, to Minneapolis, the market price having declined in the meantime. Endeavor to adjust matter with railway company having failed, complainants were advised proper course lay in action to recover.

R. M. Roberts, St. Paul vs. Northern Pacific Railway Company. Claim for loss by delay in movement of household goods from Wyoming to St. Paul. Also for value of potatoes frozen in transit, which formed part of the shipment. Company agreed to settle for loss of potatoes but declined responsibility for loss of time. Complainant was advised redress was by action in the courts.

F. J. McKenney, Hendricks vs. American Express Company. Claim for loss of shipment frosted lamps, St. Paul to Minneapolis. Express company declined to recognize claim and complainant informed his recourse lay in legal action to recover.

Credit River Creamery Company vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Claim for loss of twenty-four tubs of butter shipped from Keatings to Chicago. Investigation indicated that shipment was consigned to New York instead of Chicago and complaint withdrawn on instructions of complainant.

R. G. Harte Company, Hinckley vs. Great Northern Railway Company. Claim for overcharge on carload of poles. Referred to railway company, resulting in satisfactory settlement.

L. C. Lorin, St. Paul vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Overcharge on shipment of sand from St. Paul to Two Harbors, instead of to Duluth, through error in billing. Referred to Interstate Commerce Commission, which declined to order refund as rate assessed was legally applicable, but advised that if complainant desired to pursue matter further recourse lay in filing formal complaint before that body.

H. R. Naftalin, Elbow Lake vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Loss of case of shoes from consignment shipped from Chicago. Brought to company's attention, which advised that check in settlement had been issued.

Jacobson Bros., Tenstrike vs. Minnesota & International Railway Company. Claim for loss of one case of malt shipped from Council Bluffs, Iowa. An endeavor to effect settlement was made by the Commission without success and complainant advised to file claim with auditor of railway company.

J. A. O. Preus, insurance commissioner, St. Paul vs. Wells, Fargo & Company Express, St. Paul. Complaint regarding return charges on undelivered package addressed to Clarence Wiprud, Fitzhugh, Alberta, via Edmonton, Canada, sent in 1911. Satisfactorily adjusted by express company.

North Redwood Creamery Company, North Redwood vs. Minneapolis & St. Louis Railroad Company. Complaint of delay in transit on shipment of butter to New York. Investigation developed that shipment was loaded in car destroyed by fire at Coleman, Illinois. Complainant advised to file claim with railroad company.

G. R. Douglas & Company, Holdingford vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Claim for loss of box shipped to Ceres, California in 1910. Adjusted satisfactorily.

F. H. Keyes, International Falls vs. Great Northern Railway Company. Claim for overcharge of \$5.00 on account of switching car of emigrant movables. Investigation indicated charge was made in error, service having been performed to accommodate another shipper who shared car with complainant. Adjusted satisfactorily by company making refund.

G. O. Hage & Company, Kittson vs. Great Northern Railway Company. Loss on car of flax from Kittson to Duluth in October, 1912. Referred to Commission for adjustment, satisfactory settlement being secured.

Henry Hof, Tenney vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Overcharge on car of buckwheat from Tenney to Minneapolis. Amount of claim refunded by company.

J. W. Wilson, Minneapolis vs. Chicago, Burlington & Quincy Railroad Company. Claim for loss on carload of seed potatoes from Folkston, Georgia, to Minneapolis, by freezing. Referred to railroad company, resulting in satisfactory settlement.

F. W. Friedrich, Glencoe vs. Great Northern Railway Company. Overcharge on shipment of tombstones from Glencoe to Antelope, Montana. Referred to railway company, resulting in satisfactory adjustment.

C. O. Johnson, Carvel, California vs. Chicago, Milwaukee & St. Paul Railway Company. Claim for loss sustained through delay in receiving shipment of two tool chests, clothing, etc., shipped from Chandler, Minnesota, by freight. Investigation disclosed that shipment was held en route at Kansas City for prepayment and was subsequently forwarded. Was informed that Commission has no jurisdiction account business being interstate.

Jos. G. Simonson, La Crosse, Wisconsin vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Claim for loss by delay in transit on household goods, Minneapolis to La Crosse, Wisconsin. Railway company disclaimed responsibility. Complainant advised that being interstate business his redress lay in suit against company or by appeal to Interstate Commerce Commission.

H. C. Rosenwald, Bellingham vs. Great Northern Railway Company. Overcharge on emigrant movables and household goods from Milwaukee, Wisconsin, to Bellingham, Minnesota. Claim referred to Interstate Commerce Commission resulting in reply that if refund was not satisfactory formal complaint could be filed with that commission.

Jesse Coburn, Brook Park vs. Great Northern Railway Company. Claim for damage sustained on shipment of emigrant effects from Emmetsburg, Iowa, to Brook Park. Referred to railway company, resulting in satisfactory disposition.

John H. Rausch, Hardford, S. D. vs. Great Northern Railway Company. Claim for damage to cash register shipped from Canistota, S. D., to Halstad, Minnesota. Matter referred to company and satisfactory adjustment secured.

A. Brovald, Baudette vs. Canadian Northern Railway Company. Overcharge on car of flour and feed, Northwood, N. D., to Baudette. Satisfactorily adjusted by company.

J. C. Matchitt, St. Paul vs. New York Central & Hudson River Railroad Company. Loss of box containing pictures, etc., shipped from Ellenville, N. Y., to St. Paul, Minnesota. Complaint satisfactorily adjusted.

P. J. Grady, Little Fork vs. Minnesota & International Railway Company. Application for assistance in adjusting claim of loss on shipment of merchandise. Taken up with company, resulting in claim being settled.

Skalet & Imsdahl, Nielsville, Minnesota vs. Great Northern Railway Company. Claim for overcharge on two cars of potatoes moving from Nielsville to Bloomington, Illinois. Investigation disclosed shipment was routed as per instructions of shipper and being interstate shipment complainants were informed their redress lay in suit against company or by formal petition to the Interstate Commerce Commission.

V. M. Owen, Hines vs. Great Northern Railway Company. Overcharge on carload of birchwood from Hines, Minnesota, to Arvilla, N. D. Commission endeavored to effect settlement, without avail, and claimant was advised to file claim with Interstate Commerce Commission.

Louis Pufpaff, Chamberlain vs. Great Northern Railway Company. Claim for loss of box containing household goods from Crary, N. D., to Akeley. Commission endeavored to secure adjustment. Company agreed to settle upon the basis of reasonable valuation.

Marcus Nelson, Tamarack vs. Northern Pacific Railway Company. Application for assistance to secure adjustment of claim for double collection of charges on car of lumber. Satisfactorily adjusted.

Peterson & Wellin, Willmar vs. Great Northern Railway Company. Claim for loss on shipment of gloves from Gloversville, N. Y. Satisfactorily settled by company.

T. J. Smith, Morris vs. Great Northern Railway Company. Claim for loss on colt injured in transit from Willmar to Morris. Referred to railway company for investigation and satisfactory settlement effected.

B. F. Schwartz, New York City vs. Loftus-Hubbard Elevator Company, commission merchants at Minneapolis. Alleged non-payment of claim amounting to \$617.98 with interest. Investigation disclosed this to be a case not arising under the commission merchants law, but one of barter and sale, over which the Commission has no jurisdiction. Complainant so informed.

Geo. Besser, Central Market, Minneapolis vs. Adams Express Company. Claim for loss of hide shipped from Winthrop, Minnesota. Satisfactory settlement secured.

F. A. Munch vs. Adams Express Company. Claim for \$1.50 outstanding since December 12 for which complainant is unable to get settlement. Taken up with express company and settlement secured.

R. L. Morek, St. Paul vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Claim for refund on unused portion of return ticket from St. Paul to Hitchcock. Referred to railway company which promptly adjusted claim.

S. Egger, Fort Frances, Ontario vs. Duluth, Rainy Lake & Winnipeg Railway Company. Claim for overcharge in freight on carload of household effects shipped from Chippewa Falls, Wisconsin, to Fort Frances. Settled by railway company making refund on basis of settler's effects rate.

L. A. Schwantz, Evansville vs. Great Northern Express Company. Claim for loss of one barrel of dressed poultry, shipped to R. E. Cobb, in December, 1912. Taken up with express company, whose reply indicated that settlement had been made to R. E. Cobb, through whom claim had been handled.

Miss Lottie Pawlak, Makoti, Ward county, N. D. vs. Northern Express Company. Claim for loss of trunk shipped from Flemsburg, Minnesota, to Makoti, N. D. Taken up with express company and traced to final delivery.

C. C. Chambers & Company, Minneapolis vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for ad-



justment of switching charges on certain cars of hay. Company's attention directed to matter and proper adjustment made.

#### RATE CASES.

Griggs, Cooper & Company, St. Paul vs. all carriers in Minnesota. Application to advance rates on uncooked cereals. Reported, page 241.

Hansmann Manufacturing Company, Long Prairie vs. all carriers included in western classification committee. Application for reduction in rating on certain parts of agricultural implements manufactured by complainant. After due consideration, rating was reduced from first to third class.

Application by all railway companies comprising northern committee to establish uniform switching charge at Minneapolis on grain and grain products of \$1.50 per car for what is known as "elevator set-backs." Reported, page 242.

Application by western classification committee to publish classification No. 51. Reported, page 14.

Geo. A. Hormel & Company, Austin vs. Chicago, Milwaukee & St. Paul Railway Company and Chicago Great Western Railroad Company. Application for reduction on packing house products from Austin to Chicago. Reported, page 244.

Magnus Brown, personally, and Minnesota Wool Growers' Association, Farmington vs. Chicago, Rock Island & Pacific Railway Company. Application for readjustment of wool rates. Reported, page 244.

Railroad and Warehouse Commission vs. Duluth & Iron Range Railroad Company and Duluth, Missabe & Northern Railway Company. Alleged non-compliance with provisions contained in rule 840 of western trunk line rules, circular 1-H, classifying ties in carloads at lumber rates. Reported, page 246.

Reed & Sorlie, grain dealers, Grand Forks, N. D. vs. Great Northern and Northern Pacific Railway Companies. Application for cleaning in transit privilege at East Grand Forks. Companies refused to comply. At solicitation of complainants, Commission drafted formal complaint for presentation to the Interstate Commerce Commission.

Railroad and Warehouse Commission vs. Duluth & Iron Range Railroad Company. Withdrawal of permission granted August 31, 1912, for changes and advances in lumber rates effective October 1, 1912, on account of protests filed by interested shippers. Satisfactorily adjusted by the company issuing supplement cancelling the advance in rates.

Cold Spring Brewing Company, Cold Spring vs. Great Northern Railway Company. Application for publication of commodity rate on mineral water and beer, in mixed carloads. Company declined application. Complainant informed only recourse would be to file formal complaint with the Commission, but no action taken.

D. C. Mackenzie, Hopkins; E. A. Lane, Hopkins; Mrs. Mary C. Noyes, Wayzata; J. M. Baker, Baker. Alleged discrimination in commutation passenger rates on Minneapolis-Deephaven line of the Minneapolis & St. Paul Suburban Railway Company. Reported, page 247.

Northern Demurrage Bureau, Minneapolis. Application to amend demurrage rules regarding average agreement by using the following words: "This is to include Sundays and holidays." On objection by certain shippers conference was held at which interested persons were present, resulting in application being granted.

Friedrich & Kempe Company, Inc., Red Wing vs. Chicago Great Western Railroad Company and Chicago & North-Western Railway Company. Application for lower rates from Red Wing to points on the Chicago & North-Western Railway via Rochester. Companies refused to publish lower basis of rates than eighty per cent of the sum of the locals from Red Wing to Plainview and complainant informed their recourse would be to file formal complaint with this Commission, alleging the unreasonableness of the rates upon which a hearing would be set. Nothing further heard.

Sheffield-King Milling Company, Minneapolis vs. Chicago Great Western Railroad Company. Protest against a proposed advance in switching charge between Sheffield-King's mill and Faribault by Chicago Great Western Railroad Company on state and interstate business. Protest sustained by the Commission, so far as it applied to state business.

Application of Western Trunk Line Committee for authority to change item 3010 of circular 1-I covering refrigerator car service by advancing the minimum from ten thousand to fifteen thousand pounds for shipments on other than regular scheduled days. Reported, page 248.

Minnesota Stove Company, Shakopee vs. Chicago, Milwaukee & St. Paul Railway Company. Excessive rates on stoves, Shakopee to Hopkins, as compared with those from Shakopee to Minneapolis. Brought to the attention of the company, resulting in similar rates being carried to both points named.

Hansmann Manufacturing Company, Long Prairie vs. Great Northern Railway Company. Alleged discrimination in freight rates, Long Prairie to Winnipeg, as against Twin Cities to Winnipeg on binder hitches, carloads, and claim for refund to basis of Twin Cities to Winnipeg rate on shipments already moved. Brought to company's attention and prompt adjustment made to proper basis. Complainant advised to present claim for refund which would be promptly honored.

J. M. Quinn, Brainerd vs. Minnesota & International and Northern Pacific Railway Companies. Application for publication of lower rate on mining timbers from Hackensack on Minnesota & International to Barrows on the Northern Pacific Railway. Referred to Northern Pacific Railway Company, resulting in agreement to publish rate that would enable complainant to market his product without loss.

Western Freight Traffic Association for R. Bronson & Company, St. Paul vs. Western Classification Committee. Application to have rating on sweat collars for horses, as shown in Classification No. 51, restored to basis shown in Classification No. 50. Matter taken up with Classification Committee and satisfactorily adjusted.

Thomas Frankson and Tobias Hokanson, members of state legislature vs. Chicago Great Western Railroad Company. Complaint of rates on flax, wheat and coarse grain from Rochester, Simpson, Stewartville and Spring Valley to Chicago, Illinois. Referred to railway company which advised its intention to publish rates from Simpson to Stewartville, placing both points on a parity with Rochester, taking effect in thirty days, which adjustment proved satisfactory to complainant.

A. M. Landby, Swift vs. Great Northern Railway Company and Canadian Northern Railway Company. Alleged unreasonableness of rates on grain and mill products from stations in vicinity of Warroad to Duluth and Minneapolis. Commission endeavored to adjust matter informally, but being unsuccessful, complainant was advised his only recourse was to file a formal complaint, which he failed to do.

Bemidji Lumber Company, Bemidji vs. Northern Pacific and Great Northern Railway Companies. Complaint of unreasonable rates on lumber from Bemidji to St. Paul and Duluth as compared with rate from International Falls. Carriers submitted what they deemed good reasons for existing conditions. Complainants were advised only recourse would be to file formal complaint and hearing would be given. This they failed to do and subsequently asked to have case withdrawn.

Nathan Fendler, Blue Earth vs. Chicago & North-Western Railway Company. Application for reduction to old rate of commodity rate on scrap iron in carload lots from Blue Earth to Chicago and Milwaukee, and stations to which Chicago rates apply, rate having been raised on May 6, 1912. Railway company stated that no reduction could be made and complainants advised that their recourse would be to file formal complaint with the Interstate Commerce Commission.

Henry Schroeder, Sabin, Charles Hechtman, Osseo, and other interested shippers vs. all carriers. Complaint that interstate minimum on potato shipments had been raised from thirty thousand pounds to thirty-three thousand pounds, effective February 1, 1913. Case closed on suspension of such order by Interstate Commerce Commission until May 1, 1913, so as to allow of last year's stock being disposed of, after which said minimum is to be raised to thirty-six thousand pounds.

J. D. Bacon, president Times-Herald Publishing Company, Grand Forks, N. D. vs. Great Northern and Northern Pacific Railway Companies. Application for lower rates on paper from producing points in Minnesota to East Grand Forks. Companies protested that present rates are reasonable, and complainant was advised by the Commission if he desired a hearing to file formal complaint. Nothing further developed.

The Peterman Creamery, by W. P. Peterman, Waconia, Minnesota vs. Adams Express Company. Application for same rating on condensed milk as is published on milk and cream shipped by express. Express company was asked to publish rates and agreed to do so.

Minneapolis Cereal Company, Inc., Minneapolis vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Application for adjustment of rates on breakfast foods from Belle Plaine to certain points in Minnesota. After due consideration the company protested against any change in the rates now in effect. Com-

plainant was so informed and advised to file formal complaint, when hearing would be set. Nothing further developed.

Twin City Brick Company, St. Paul vs. Northern Pacific Railway Company. Application for lower rate on brick from St. Paul to Duluth. Reported, page 250.

Verna Brick Company, Duluth vs. Great Northern Railway Company. Alleged excessive charge on three cars of brick from Warba to Nashwauk. Company agreed to make refund and publish rate which would be satisfactory.

Minnesota Stove Company, Shakopee vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company, Chicago, Milwaukee & St. Paul Railway Company, and Chicago, St. Paul, Minneapolis & Omaha Railway Company. Application for reduced rate on pig iron from Manistique, Michigan, to Shakopee, Minnesota. Complainant requested Commission to make formal complaint for presentation to the Interstate Commerce Commission. Complainant having submitted what they considered a reasonable rate, the Commission complied with the request.

Jameson, Hevener & Griggs, St. Paul vs. Northern Demurrage Bureau, Minneapolis. Application for ruling covering free time allowance for unloading cars of intra-state shipments. Conference held, resulting in satisfactory rule being published.

Arthur N. Rogers, Tobique vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Complaint that passenger fare from Remer to Tobique is the same as from Remer to Boy River, although Tobique is intermediate. Referred to railway company, resulting in supplement to tariff quoting proper fares to and from Tobique.

De Soto Creamery & Produce Company, Minneapolis vs. Minneapolis & St. Paul Suburban Railway Company. Complaint that railway company charges fifteen cents each for return of empty milk and cream cans from Tonka Wood to Minneapolis. Subsequently adjusted by agreement between the parties.

Peterman Creamery Company, Waconia vs. various express companies in Minnesota. Application for rates on condensed milk as prescribed for milk and cream in five and ten-gallon cans. Express companies agreed to comply with application, with the exception of Great Northern and Western Express Companies. Complainant informed that informal complaint against the two mentioned companies would be necessary and hearing would be arranged. No action taken by complainant.

M. C. Madsen, proprietor Hutchinson Brick & Tile Works, Hutchinson vs. Chicago, Milwaukee & St. Paul Railway Company. Petition for adjustment of rates on brick and tile. Complainant advised to file formal complaint with Commission and hearing would be ordered. Complainant concluded to drop matter in view of prospective modification of rates at an early date.

Application by Great Northern Railway Company to cancel rates to and from Moore Lake, three-quarters of a mile from Kee-watin, a regular agency station. Company was informed by the Commission that proper procedure would be to file a petition asking authority to abandon the station and furnish statement showing business in and out for a period of twelve months. This they failed to do, so matter was considered closed.

H. Rippe, Brownsville vs. Chicago, Milwaukee & St. Paul Railway Company. Complaint that distance rate on flour, Lakefield to Brownsville, is greater than the combination of locals from Lakefield to La Crosse and La Crosse to Brownsville. Satisfactorily adjusted by company's agreement to publish lower rate.

K. G. Skartum, Lake Benton vs. Chicago & North-Western Railway Company. Alleged disparity in grain rates as between Lake Benton and Arco. Complainant informed that the recent decision of the United States Supreme Court would probably have the effect of adjusting these rates.

Elmore Cement & Tile Company, Elmore vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Alleged that rate on cement from Mason City, Iowa, to Elmore is greater than to Blue Earth, Mankato and other points more distant. Commission used its efforts to secure rate, without success, and complainants informed their only recourse was in formal complaint to the Interstate Commerce Commission at Washington.

Application by Chicago, St. Paul, Minneapolis & Omaha Railway Company et al., for rule establishing minimum to be used for shipments of commodities as provided for in chapter 232 of General Laws of 1907. Reported, page 253.

William E. Shaffer, Mankato vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Alleged refusal by company to formulate stopping in transit rule and charge, to complete loading of live poultry shipments. Commission advised complainant to file formal complaint with this department if the shipments were intrastate, and with the Interstate Commerce Commission if they were interstate. Nothing further developed.

Theo. Hamm Brewing Company, St. Paul vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Alleged unreasonable rates on beer, carloads, St. Paul to Tyler, as compared with the rate to Sioux Falls. Satisfactorily adjusted on being brought to the attention of the company.

David Askegaard, Comstock vs. Great Northern Railway Company. Alleged that railway company is not observing the statutory rates on wheat and coarse grain between Comstock and Minneapolis on the claim that it is interstate business. Reported, page 255.

Butler Bros., Buhl vs. Duluth & Iron Range Railroad Company. Application for switching charge instead of distance rates on shipments transferred at Eveleth for Morrow Mine for a haul of about two miles. Complainants informed by the Commission that it is deemed wise to await developments of the effect of the Cashman distance tariff, it being the opinion that when this became effective the matter would be adjusted.

Application by Red Lake Falls Milling Co., at Red Lake Falls, for permission to transfer certain grain transit from Red Lake Falls and Euclid, Minnesota, to Minneapolis, or Minnesota Transfer. Reported, page 256.

Lindsay Bros. vs. all carriers. Application for an order suspending present arbitrary rule regarding crating cutters for shipment. Reported, page 257.

Application of Minneapolis & Rainy River Railway Company and other companies for exemption from provisions of the joint rate order of the Commission, dated June 12, 1912. Reported, page 259.

#### MISCELLANEOUS.

Meloney Bros., Spooner vs. Canadian Northern Railway Company. Application for suitable banking ground for piling and loading posts at Roosevelt. Matter was adjusted by company's designation of the land to be used for such purposes.

Zierke & Welsh, Brainerd vs. Northern Pacific Railway Company. Lack of stockyard facilities for proper handling of stock. Satisfied by agreement of company to erect shelter shed at stockyards.

Hay and straw dealers of Minneapolis and St. Paul vs. Great Northern and Northern Pacific Railway Companies. Complaint in the matter of free time allowance for inclement weather and

reinspection on cars of hay and straw. Satisfactorily adjusted.

I. Zakrewski, Stephen vs. Great Northern Railway Company. Complaint of unsatisfactory stockyard facilities. Satisfactorily settled by company's agreement to install needed accommodations in the spring.

Jewell Nursery Company, Lake City vs. Chicago, Milwaukee & St. Paul Railway Company. Complaint of insufficient time in which to load perishable express shipments. Railway company agreed to instruct conductors to hold train a sufficient time to load all shipments of nursery stock.

Henry Paulson, Sturgeon Lake vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for shipping facilities at Spur No. 225 on Duluth-Brooten Line, for moving farm products in less than carload quantities. Complainant advised spur was not installed for less than carload shipments and requested to give some idea as to the amount of business likely to be handled at said point. Nothing further heard.

Worthington Concrete Tile Company, Worthing, on Chicago, Rock Island & Pacific Railway. Complaint of refusal of company to switch Chicago, St. Paul, Minneapolis & Omaha Railway cars to complainant's industry or to allow the Chicago, St. Paul, Minneapolis & Omaha Railway Company to do so. Satisfactorily adjusted by complainant concluding to install a switch.

Lindsay Bros., Minneapolis vs. all carriers. Application for suspension of new ruling and interpretation of western classification committee as applied to grading of sleighs. Reported in detail, page 257.

F. H. Davis and A. L. Ward, Blue Earth, vs. Chicago, St. Paul, Minneapolis & Omaha and Chicago & North-Western Railway Companies. Complaint regarding passenger equipment on branch lines of Chicago, St. Paul, Minneapolis & Omaha Railway Company between Madelia and Fairmont and Lake Crystal and Elmore, and on the Chicago & North-Western Railway Company between Keister and Sanborn. After investigation the Commission requested the company to provide more modern equipment, which was furnished.

The Chambers MacKay Company, Minneapolis vs. all roads. Complaint that records of Minneapolis Transit Bureau are open to inspection by public thus discriminating against shippers. Matter investigated and allegation disproved.



Eustice & Woodhall, Waldorf vs. Chicago, Milwaukee & St. Paul Railway Company. Complaint regarding condition of stockyards and unreliable scales. Complaint satisfied by company's agreement to add an additional pen in the spring and make necessary changes to scales and gate.

W. H. McCleary, Fisher vs. Great Northern Railway Company. Alleged that shipments of stock are routed via Grand Forks, N. D., instead of through Crookston, causing longer haul. Company agreed to handle shipments via Redlands until further notice.

Geo. A. Hormel & Company, Austin vs. Wells, Fargo & Company Express. Complaint that suitable shelter is not furnished for live poultry shipments received on evening train of Chicago, Milwaukee & St. Paul Railway Company. Express company stated that pending negotiations with railway company for establishment of such facilities they would furnish prompt delivery.

Town board of supervisors, Morris, Stevens county, by R. J. Hall, chairman. Application for crossing near corners of sections 5, 6, 7 and 8, township Morris, Stevens county, about two and one-quarter miles each of township. Brought to company's attention and agreement secured to build crossing in the spring. Crossing subsequently provided.

Stock raisers and shippers at Deer Creek on Northern Pacific Railway Company. Application for stock scales at stockyards. Company complied with request by agreeing to install scales as soon as material could be assembled.

Geo. Hidlebaugh et al., Foxhome vs. Northern Pacific Railway Company. Request that hay loading platform be widened to twenty feet. Improvement furnished.

Northern Demurrage Bureau, M. C. Shields, manager vs. Great Northern Railway Company. Complaint that company is not taking daily yard check of Red Lake Lumber Company's track at Walker, nor applying demurrage tariffs. Company replied that cars were not checked as carefully as they should have been, but extra help is now being employed to take care of this work satisfactorily.

Keaton R. Willis, Deer River vs. Minneapolis & Rainy River Railway Company. Complaint that railway company is deriving revenue from use of spur track which complainant had constructed five years previously. Investigation proved complainant's contention not well founded.

Chris Wilson, J. P., Cedar Spur on Canadian Northern Railway Company. Complaint of injustice in passenger fare collected from Crookston to Cedar Spur. Referred to railway company which agreed to issue supplement to tariff making proper correction.

Ernest Poehls, Sabin vs. Great Northern Railway Company. Refusal by company to allow loading of cars with potatoes direct from wagon before being placed in warehouse for at least twenty-four hours. Matter brought to attention of company by the Commission and adjustment secured which was satisfactory to complainant.

Alex. Brandtner, Avon, vs. Great Northern Railway Company. Complaint that telephone had been removed from depot; also failure to secure settlement for goods damaged in transit. Telephone service restored by company and drafts forwarded in settlement of claims.

Equity Co-operative Exchange, Minneapolis, vs. Great Northern Railway Company. Refusal to carry name of Equity Co-operative Exchange on their credit list in Hennepin county. Matter having been brought to the attention of the company resulted in reinstatement of complainants to credit list.

H. L. Elliott & Company, Minneapolis, vs. Chicago, Milwaukee & St. Paul Railway Company. Application to be placed on switching list and trackage privileges furnished. Commission notified later that the application was withdrawn.

Jacob Howe, Kellogg, vs. Chicago, Milwaukee & St. Paul Railway Company. Petition for loading platform. Satisfactorily adjusted by railway company.

J. W. Riddle, Jenkins, vs. Minnesota & International Railway Company. Delay in transit on shipment of dry goods from St. Paul. Referred to company, resulting in satisfactory explanation being given.

Rochester Milling Company, Rochester, vs. Chicago Great Western Railroad Company. Free switching of cars wanted between Chicago Great Western Railroad Company and Chicago & Northwestern Railway Company. Adjusted by agreement of first named company to furnish switching service as desired.

J. S. Pickett, Emmons, vs. Minneapolis & St. Louis Railroad Company. Complaint alleging that crossing is blocked by trains each morning from ten to thirty minutes. Adjusted by company's general manager issuing orders to train crews to discontinue the practice.

Dotson Farmers Elevator Company, Springfield, vs. Chicago & Northwestern Railway Company. Application for stock yards. Desired facilities furnished.

C. G. Harlen, Mora, vs. Great Northern Railway Company. Application for assistance in procuring site on which to erect potato warehouse. On being brought to company's attention the site was granted.

Ferdinand Neils, Sauk Rapids, vs. Northern Pacific Railway Company. Complaint of exorbitant switching charged between Great Northern tracks at East St. Cloud and elevator at Sauk Rapids. Brought to company's attention and satisfactorily adjusted.

Application by Great Northern Railway Company for permission to eliminate Draco from class and commodity tariffs as a point where carload traffic could be handled. On account of absence of residents at said point the company's request was granted with the understanding that should protest be filed a hearing would be granted.

Minneapolis Civic & Commerce Association for Miller Elevator Company, Minneapolis, vs. Railway Transfer Company, Minneapolis. Complaint with reference to charge assessed on grain which is switched from one point to another, known as "reconsigning charge." Amicably adjusted.

Holes Bros., St. Cloud, vs. Great Northern Railway Company. Delay in transit on shipment consisting of two pieces of granite. Traced by company and delivery secured.

Ostensoe & Ostensoe, Twin Valley, vs. Northern Pacific Railway Company. Complaint that company contemplates change of right of way and location of the station building, which would be detrimental to village. Company advised that change was being considered and usual petition for authority to make change would be presented to the Commission. Complainants so advised.

Citizens of Myrtle vs. Illinois Central Railroad Company. Bad condition of road leading from depot to village. Arrangements made to have road dragged and built up with cinders.

Hanley Falls Bottling Works, by J. V. Gautefald, vs. Minneapolis & St. Louis Railroad Company. Protest against method of agent in handling and billing shipments and goods. Satisfactorily adjusted.

B. Bresden, Grove City, vs. Canadian Northern Railway Company. Complaint of delay in moving car of lumber from saw mills and damage sustained by reason of car running off spur track into mill destroying lumber, buggy and shed. Complainant was informed of his right to file claim for damages and requested to report result.

Mankato Commercial Club, Mankato, for Pay Candy Company, Mankato, vs. Minnesota Transfer Railway Company, Chicago, Milwaukee & St. Paul Railway Company and Chicago Great Western Railroad Company. Delay in transit on shipment of goods to points beyond Minnesota Transfer, in the northern part of the state. Investigation made into each case resulting in promise by railways of improvement in service.

C. S. Denoon, Montrose, vs. Great Northern Railway Company. Complaint of manner in which cars are spotted in loading live stock. Investigated and cause of complaint remedied.

J. F. Lorcek, Mahanomen, vs. Minneapolis, St. Paul & Sault Ste. Marie Railway Company. Application for crossing over track where the same intersects farm. Application complied with by the company.

James L. Beebe, Bengal, vs. Great Northern Railway Company. Alleged that right of way is not fenced between Swan River and Kelly Lake. Assurance of particular attention to the matter received from the company.

Red Lake Falls Milling Company, Red Lake Falls, vs. Great Northern Railway Company. Application for permission to transfer transit from elevators at Red Lake Falls and Euclid to Minnesota Transfer. Reported in detail, page 256.

Geo. B. Paddock, Oak Park, on Great Northern Railway. Application for fence along right of way adjoining complainant's property. Application granted by company.

Gust Malmquist and Oscar Malmquist, Bengal, vs. Great Northern Railway Company. Application for fence along right of way between Stewart Siding and Leighton. On being brought to the attention of the company agreement to comply with request was made.

Minneapolis Ornamental Iron Works, Minneapolis, vs. Chicago, Milwaukee & St. Paul Railway Company. Complaint that railway company refused to include complainant in switching list. Matter finally properly adjusted.

Minneapolis Cereal Company, Minneapolis, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Alleged delay in transit on shipments of cereals from Belle Plaine to Minneapolis and destinations beyond Minnesota Transfer. Company explained that during the month of April and May it had been impossible to secure sufficient help to properly conduct the warehouse, resulting in unusual delays. Better service assured.

Residents of Kragues vs. Great Northern Railway Company. Application for extension of loading platform and improvement of approaches thereto. Railway company adjusted matter by repairing driveway at station. Erection of the platform was not deemed necessary, potato warehouse being available to take care of loads coming in.

D. Bergman & Company, St. Paul, vs. Chicago Great Western Railroad Company. Request for improved switching service to industry. Complainant informed that if no amicable agreement could be arranged with company Commission would undertake to arrange same. Nothing further heard.

Village Recorder, Russell, vs. Great Northern Railway Company. Application for sidewalk over right of way on Third street in said village. Company refused to build sidewalk. Matter referred to attorney general, who rendered opinion that proper remedy would be to proceed by mandamus in local court.

Mike Condon, Clara City, et al., vs. Great Northern Railway Company. Complaint refusal by agent to continue to accept stock for shipment on evening train, thus causing delay in reaching market at South St. Paul. Hearing was ordered, resulting in company's agreement to restore former service.

Health Department of City of Duluth, by H. E. Webster, Director, vs. Union Depot Company, Duluth. Alleged unsanitary conditions existing at Union Depot. Complainant informed that the whole matter came within the province of the Health Department of the City of Duluth.

Ruben G. Thoreen, county attorney, Stillwater, vs. Minneapolis, St. Paul & Sault St. Marie Railway Company. Complaint on behalf of county commissioners of bad condition of approaches to track at Kilty siding. Matter being referred to general manager instructions were issued to proper official to put right of way in best possible condition.

Nels Pederson, Fisher vs. Great Northern Express Company. Alleged delay in transit on goods shipped from Minneapolis. Referred to express company which asked for specific information. Complainant requested to furnish same but failed to do so.

A. A. Picotti, Kent vs. Great Northern Railway Company. Unsafe condition of loading platform at Romney station. Company's attention called to the matter and assurance given that it would receive prompt attention.

L. C. Hegstad, Haug, vs. Great Northern Railway Company. General complaint against present facilities for transportation of eggs in cases to St. Paul. Complainant asked to state specific cases so that investigation could be instituted, but no reply was received.

Standard Laundry Company, St. Paul, vs. Western Express Company of delay in receiving returns from C. O. D. shipments. Complaint subsequently withdrawn.

C. R. Blake, Swan River, vs. Great Northern Railway Company. Complaint that train crews make practice of blocking crossing with cars while switching. Brought to attention of company, resulting in discontinuance of practice.

Citizens of Marietta vs. Minneapolis & St. Louis Railroad Company. Application for loading platform. Sent to railroad company for consideration and the petition was granted.

Citizens of Cambria, by Ivan Bowen, Mankato, vs. Chicago & Northwestern Railway Company. Alleged that passenger train discharges passengers at a point several car lengths from depot platform. Brought to company's attention, resulting in extension of platform.

T. O. Hafdahl, Beltrami, vs. Great Northern Express Company. Complaint of delay in receiving currency shipped from Crookston. Matter satisfactorily adjusted.

Jacob Reis Bottling Works, Shakopee, vs. Chicago, St. Paul, Minneapolis & Omaha Railway Company. Alleged delay in transit on shipments, principally those routed through Minnesota Transfer. Complaint subsequently withdrawn.

R. H. Wood and other shippers of posts, ties and poles at Mack s Siding, vs. Minneapolis & Rainy River Railway Company. Alleged that company is charging for privilege of landing timber on right of way. Complaint investigated by Commission and not sustained by evidence.

Pillsbury Flour Mills Company, Minneapolis, vs. Great Northern Railway Company and Minneapolis Western Railway Company. Alleged refusal by said railway companies to allow loading sixty thousand-pound capacity cars on the trestle now serving the mills. Reported in detail, page 21.

Walter B. and Axel E. Nelson, Ronneby, and S. P. Moritz, Oak Park, vs. Great Northern Railway Company. Petition for sites for potato warehouses at Oak Park right of way. Satisfactory sites secured.

Geo. B. Higgins & Company, Minneapolis, vs. Great Northern Railway Company. Complaint of discrimination in use of side track for potato loading at Barnesville. Referred to railway company, which furnished communications, from its different shippers at this point denying any discrimination. Complainant was then requested to state specific instance of discrimination, but no reply was furnished.

### **FORMAL CASES.**

#### **APPLICATIONS FOR RELIEF FROM PROVISIONS OF THE CLEARANCE LAW.**

Application by the David Tozer Company, Stillwater, Minn., for exemption from the provisions of chapter 307, General Laws of 1913, as amended by chapter 448, General Laws of 1913, and known as the Clearance Law.

A hearing took place May 31, 1913, at 10 o'clock A. M., at the office of the Commission on the application of David Tozer Company, Stillwater, Minn., for exemption from the provisions of the Clearance Law.

Testimony in support of its application was offered by the company and the matter was taken under advisement by the Commission.

The order of the Commission followed June 9, 1913, whereby exemption was granted.

(Order.)

#### **BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.**

In the matter of the application of David Tozer Company, Stillwater, Minn., to be exempted from the provisions of Chapter 307 of the General Laws of 1913, as amended by Chapter 448 of the General Laws of 1913.

The applicant asks to be exempted from maintaining the clearance required by Chapter 303, as amended by Chapter 448 of the General Laws of 1913. On an investigation by the Commission, it appears that the applicant has a spur track in its yard connecting with the tracks of the Chicago &

Northwestern Railway at Stillwater. This track serves its saw-mill. The applicant has constructed an addition to its saw-mill for the purpose of loading short box lumber into empty box cars. There is a chute which carries the lumber from the main mill to this addition. From the main spur, applicant intends to run another spur track to the point of loading this box lumber, a distance of approximately 300 feet. This spur will run from the addition above referred to, a distance of 7 feet from the nearest rail, and 16 feet from the top of the track rail. The part of the addition which only clears 16 feet is only a small projection which extends over the nearest rail, a distance of about 13 inches, with this exception, that there is nothing to obstruct the clearance and this obstruction was erected before the passage of the clearance laws.

No cars will be switched past this point, the bumpers and rails being about 25 feet further beyond the obstruction. The obstruction having been constructed before the passage of the law, this track is exempt from its provisions, and it is also impracticable for applicant to comply with its provisions.

It is Therefore exempted, so far as the obstruction above referred to, from the provision of said chapter.

By the Commission.

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., June 9, A. D., 1913.

**Application by Twin City Cold Storage Company, Minneapolis, and Minneapolis & St. Louis Railroad Company, for Exemption from Clearance Law**—On the 6th day of May, 1913, an application was filed by the Twin City Cold Storage Company of Minneapolis, and the Minneapolis & St. Louis Railroad Company, for permission to construct and maintain a building adjacent to and over two industry tracks on block 85, Hoag's Addition to Minneapolis, with side clearances less than those prescribed by chapter 307, G. L. 1913.

Upon the filing of the above named application, a hearing was ordered by the Commission to take place on the 15th day of May, 1913, at 10 A. M., at the office of the Commission in St. Paul, Minnesota. Copies of said notice being sent to parties interested.

The hearing came duly on before Commissioners Staples and Elmquist. The storage company was represented by A. G. Briggs, attorney, and C. W. Turner, its president, and the railroad company by W. H. Bremner, its attorney, and R. G. Kenly, chief engineer. Walter Butler and F. C. Vandanaker of Butler Bros., St Paul, contractors, appeared as witnesses. Hon. Lyndon A. Smith, attorney general, and W. F. Houk, commissioner of labor, were present at the request of the Commission.

After the testimony had been received the hearing was closed and the matter taken under advisement. The findings and order of the Commission were filed on May 29, 1913, as follows:



(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Twin Cities Cold Storage Company and the Minneapolis & St. Louis Railroad Company, for permission to construct and maintain a building adjacent to and over two industry tracks on Block 85 of Hoag's Addition to Minneapolis, with side and overhead clearance less than those prescribed by Chapter 307 of the Laws of 1913.

This application was duly heard by the Commission on the 15th day of May, 1913, Messrs. Staples and Elmquist being present for the Commission. Hon. Lyndon A. Smith, Attorney General, and W. F. Houk, Commissioner of labor, appeared at the request of the Commission. A. G. Briggs, attorney and C. W. Turner, president, appeared for the Twin Cities Cold Storage company and W. H. Bremner, attorney and R. G. Kenly, chief engineer, for the Minneapolis & St. Louis Railroad company.

The petition was addressed to the Commission, pursuant to the provisions of Section 3 of Chapter 307 of the laws of 1913, which authorizes the Railroad & Warehouse Commission, after thorough investigation, to permit any common carrier to which this act applies, to erect any overhead or side obstruction at a less distance from the track than herein provided for, when in the judgment of said Commission a compliance with the clearance prescribed in the act would be impracticable. In this particular case, the side clearances are fixed at 6 feet and the overhead clearances at 19½ feet. Subsequent to the filing of the petition, the petitioners discovered that Chapter 448 of the Laws of 1913 amended Section 6 of Chapter 307, as follows:

"Provided, further, that none of the provisions of this act shall apply to any part of any work or enterprise heretofore begun or under construction, whether under contract between any railroad company and any municipality, or otherwise."

At the hearing, testimony was offered to show that this particular enterprise was begun and under construction prior to April 23, 1913, when this amendment was approved. Since the Commission finds that the enterprise was, as a matter of fact, begun before that date, it will be unnecessary to determine whether it would be impracticable to comply with the provisions of Chapter 307.

The Commission finds that long prior to April 23, 1913, the Twin Cities Cold Storage Company secured the land upon which to construct an eight-story building on block 85 of Hoag's addition to Minneapolis; that blueprints were prepared, the contract let for the construction of the building, and a building 100x100 torn down upon this particular tract of land, and excavation for a foundation for the new structure, had actually commenced prior to that time.

The title to Chapter 448, which amends Chapter 307 of the laws of 1913, read as follows:

"An act to amend Chapter 307 of the General Laws of Minnesota for 1913, it being an act requiring common carriers to establish and maintain safe and sufficient clearances between structures, and for other purposes, by limiting the same to works and enterprises not heretofore begun or under construction."

This title, read in connection with the amendment which has heretofore been quoted, makes it very clear that the amendment applies to any work or enterprise which was begun or under construction prior to the 23rd day of April, 1913, and that the petitioners fall within the exemption provided in that act.

It is Therefore Ordered, that the petition be granted.

By the Commission.

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., May 29, A. D., 1913.

**Application of Crescent Elevator Company, Minneapolis, to Construct Additional Tanks for the Storage of Grain and to Have a Less Clearance Than Eight Feet**—Pursuant to notice given by the Commission and served upon parties interested, a hearing took place at the office of the Commission in the State Capitol building at St. Paul, Minnesota, on Friday, June 13, A. D. 1913, at two o'clock.

Commissioners Mills, Staples and Elmquist were present. The following appearances were also made:

D. F. Simpson, attorney, and L. C. Butler, manager, for Butler Bros.

R. G. Kenly, chief engineer, Minneapolis & St. Louis Railroad Company.

J. A. Bohland, bridge engineer, Great Northern Railway Company.

A. Graber, engineer, Dan Patch Line.

C. M. Nye, representing Great Northern Railway Company.

P. L. Clarity, superintendent, Great Northern Railway Company.

M. L. Countryman, attorney, Great Northern Railway Company.

J. S. Mathewson, manager, Crescent Elevator Company.

Upon receipt of the evidence the hearing was closed and the matter taken under advisement by the Commission.

On June 26, 1913, the Commission, having given the matter full consideration, furnished its findings and order as set forth herein:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of Crescent Elevator Company to construct certain proposed storage tanks in Minneapolis, having less clearance than eight feet.

This application was duly heard by the Commission on June 13, 1913, at 2 o'clock, p. m., due notice having been given to interested parties. The elevator company was represented by Mr. J. S. Mathewson, manager, Great Northern Railway company by M. L. Countryman, counsel and P. L. Clarity, superintendent, and the Chicago Great Western Railroad company by A. G. Briggs, counsel.

The Crescent Elevator company owns and operates an elevator, power house, and nine 85-foot tanks on its property situated on lots 7 and 8 of Brotts' outlots in the city of Minneapolis, county of Hennepin, Minnesota. This elevator is served by the tracks of the Great Northern Railway company on the north and the Chicago Great Western Railroad Company on the south. The elevator and tanks have been located in their present position for the past fifteen years. The clearance between the center rails of the tracks and the elevator and tanks varies from five feet nine inches to six feet two inches.

The applicant desires to improve his property by erecting five additional storage tanks having the same clearance as the old ones. To construct these tanks with an eight foot clearance will largely reduce the storage capacity and increase the cost of handling grain. The cars are spotted on

the house track by the railway companies and the switching is performed by switching crews who are familiar with the ground. In practice the switchmen never step between the cars and the tanks, as the cars are always coupled and uncoupled by the switchman who stands on the opposite side of the tracks from the tanks. At no time has any employee of the railway companies or elevator company been killed or injured upon or between these tracks. This is the only industry served by these tracks.

After a thorough investigation the Commission is of the opinion that the construction of the additional tanks as proposed will not increase the hazard of operation to the employees of the railway companies or the elevator company, and that the construction of the tanks with a clearance of eight feet as prescribed by the statute would be impracticable.

It is Therefore Ordered, that the Crescent Elevator Company be and the same is hereby permitted to construct and maintain five additional tanks upon its site on lots 7 and 8 of Brott's outlets of the city of Minneapolis, Hennepin county, Minnesota, the tanks to have a clearance of not less than six feet, and that the Great Northern Railway company and the Chicago Great Western Railroad company be permitted to operate their tracks to serve the industry as heretofore and to maintain their tracks along the tanks to be constructed with a clearance of less than eight feet.

By Order of the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., June 26, A. D., 1913.

**Application of Butler Bros., Minneapolis, for Permission to Construct a Passage Way Over the Spur Track of the Minneapolis & St. Louis Railroad in Second Avenue North, Between Fifth and Sixth Streets, Minneapolis**—The application was filed with the Commission on or about the 1st day of June, A. D. 1913, and on June 6th, 1913, notice of hearing was served upon the petitioner and other interested parties to take place at the office of the Commission on the 13th day of June, A. D. 1913, at two o'clock P. M. of that day.

Pursuant thereto the hearing came on at the time and place appointed. There were present, Commissioners Mills, Staples and Elmquist, and additional appearances as follows:

D. F. Simpson, attorney for Butler Bros., and L. C. Butler, manager.

R. G. Kenly, chief engineer, Minneapolis & St. Louis Railroad Company.

J. A. Bohland, bridge engineer, Great Northern Railway Company.

A. Graber, engineer, Dan Patch Line.

C. M. Nye, representing Great Northern Railway Company.

J. S. Mathewson, manager, Crescent Elevator Company.

Evidence and arguments having been received, the hearing was closed and the matter taken under advisement by the Commission.

The order of the Commission was submitted on the 26th day of June, A. D. 1913, and is as follows, to-wit:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application of Butler Bros. for the right to construct a passageway over the spur track of the Minneapolis & St. Louis Railroad, to be constructed from Second avenue north southerly along the private trackage alley in block two (2), Hoag's addition to Minneapolis.

The above entitled matter came regularly before the Railroad & Warehouse Commission, on the 13th day of June, A. D., 1913, at 2 o'clock, p. m., of said day, for hearing and investigation, upon the application of Butler Bros., for permission to construct a passageway with a clearance of less than twenty-one (21) feet over that certain spur track of the Minneapolis & St. Louis Railroad Company, extending from Second avenue north, southerly along the private trackage alley in block two (2), Hoag's addition to the city of Minneapolis, in Hennepin county, Minnesota; said application being made pursuant to the provisions of Chapter 307 and 448 of the General Laws of 1913; notice of said application and the time and place of the hearing thereon having been duly given by the Commission to the Minneapolis & St. Louis Railroad Company.

At said time, the applicant appeared by its attorneys, Messrs. Lancaster, Simpson and Purdy, in support of said application, and said railroad company appeared by R. C. Kenly, chief engineer of said railroad and joined in said application. L. G. Burr, assistant manager of Butler Bros. and R. G. Kenly were sworn and testified in reference to said spur track and passageway.

The Commission having considered such testimony and the plans filed with said application showing the location of said track and the proposed passageway over the same, and having made a thorough investigation into the conditions surrounding the placing of said passageway and the movement of cars upon said spur track, and it appearing therefrom that the statement of fact contained in the application filed herein are true; and that under the building ordinances of the city of Minneapolis, a building in the location and of the character of the addition described in the said application could not be constructed in such manner as to permit a passageway connecting such addition with the main building occupied by applicant at a sufficient height to give a clearance over the spur track located thereunder of twenty-one (21) feet and that a compliance with the clearance prescribed by Section 2, of Chapter 307 of the General Laws of 1913 is impracticable; and it further appearing that said spur track will terminate under said passageway at the southerly side thereof and that cars would not be moved along said spur track under said passageway to a greater distance than ten (10) feet and that no movement of cars would take place beyond the southerly line of said passageway and that the maintenance of said passageway over said track and this limited movement of cars thereunder would not expose employees of said Butler Bros. or employees of said railroad to additional danger or hazard because of the clearance between said passageway and the spur track thereunder being seventeen and one-half ( $17\frac{1}{2}$ ) feet instead of twenty-one (21) feet.

Now, Therefore, Permission is hereby granted to Butler Bros., a corporation, to construct and maintain a passageway ten (10) feet in width between the building now occupied by it, located on the southwesterly half of block two (2), Hoag's addition to Minneapolis, and a one-story and basement addition to said building, to be built by said Butler Bros. on the north westerly side of the private trackage alley in said block, such passageway to give a clearance above the top of the rail of the track hereinafter referred to of at least seventeen and one-half ( $17\frac{1}{2}$ ) feet.

Permission is granted to the Minneapolis & St. Louis Railroad Company to construct and maintain a spur track in said trackage alley, having the lateral clearance as provided by law and extending under the passageway above described to and terminating at the southerly side thereof, and to

move cars over said track and under said passage to the southerly side thereof, the clearance between the top of the rail of said track and said passageway or bridge be not less than seventeen and one-half ( $17\frac{1}{2}$ ) feet. Neither said track nor any movement of cars thereon is under this permission authorized to extend beyond the southerly side of said passageway.

The permission hereby given Butler Bros. to maintain said passageway over said track is granted by the Railroad & Warehouse Commission and is accepted by Butler Bros. subject to revocation by said Commission at any time thirty (30) days before said spur track and the movement of cars thereon may be extended beyond the southerly line of said passageway as constructed; and, in case of such revocation, Butler Bros. shall remove such passageway prior to any movement of cars on said track beyond the southerly line thereof, it being understood that permission to construct and maintain said passageway shall not in any way interfere with the right, if any, of any person or persons or corporation to have said spur track extended or to extend the same, or the right and authority of the Railroad & Warehouse Commission to order such extension, and the movement of cars thereover and thereupon the right of said Commission to revoke the permission hereby granted to maintain said passageway and to order the removal of the same.

By the Commission.

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., June 26, A. D., 1913.

**Application of the Electric Short Line Railway Company for Relief from Chapter 307, G. L. 1913, Known as the Clearance Law, in Its Application to the Construction of Its New Steel Railroad Bridge at Holden Street, Minneapolis**—This application was filed with the Commission on the 10th day of June, 1913, and was followed by the service of a notice of hearing to take place at the office of the Commission in the New State Capitol, at St. Paul, Minnesota, on Friday, the 13th day of June, A. D. 1913, at two o'clock P. M., a copy of said notice being served upon said applicant, also upon the Minneapolis & St. Louis Railroad Company and Great Northern Railway Company, parties in interest.

The hearing came on pursuant to said notice. There were present Commissioners Mills, Staples and Elmquist, also the following named persons interested:

D. F. Simpson, attorney, and L. C. Burr, manager, for Butler Bros., Minneapolis.

R. G. Kenly, chief engineer, Minneapolis & St. Louis Railroad Company.

J. A. Bohland, bridge engineer, Great Northern Railway Company.

A. Graber, engineer, Dan Patch Line.

C. M. Nye, representing Great Northern Railway Company.

J. S. Mathewson, manager, Crescent Elevator Company.

Statements were presented by each of the parties appearing as to their views on the question at issue, after which the hearing was closed and the matter taken under advisement.

The findings and order of the Commission were handed down on the 1st day of July, 1913, as follows, to-wit:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application of the Electric Short Line Railway Company, for permission to construct a steel railway bridge together with the necessary supports over and across the tracks and right-of-way of Company, at Holden street, Minneapolis, Minnesota, with head and side clearance less than those prescribed by law.

This application was duly heard by the Commission on June 13, 1913. The interested parties were represented by M. L. Countryman, general counsel and P. L. Clarity, Superintendent of the Great Northern Railway Company, R. G. Kenly, chief engineer of the Minneapolis & St. Louis Railroad Company and Great Northern Railway road Company, and Albert Graber, acting engineer for the petitioner.

The facts show that the work of constructing the steel railway bridge with the necessary supports over and across the tracks and right-of-way of the Minneapolis & St. Louis Railroad Company and the Great Northern Railway Company at Holden street, Minneapolis, was begun long prior to the passage of Chapter 307 of the Laws of 1913 as amended by Chapter 448; that the contracts for the grading of the right-of-way for a distance of three miles within the city of Minneapolis, and that also the contracts for the sale and delivery of the steel to be used in said bridge; contract for building the necessary supports thereto, and the contracts with the Great Northern Railway Company and the Minneapolis & St. Louis Railroad Company for permission to cross their said rights-of-way, were all made prior to April 23, 1913, and that the work upon the abutments to said bridge was begun and contract for all of the steel to be used in said bridge was actually delivered prior to said date.

In the case of the Twin Cities Cold Storage Company, decided May 29, 1913, the Commission held: That Chapter 307 of the Laws of 1913, as amended by Chapter 448, makes it very clear that the law does not apply to any work or enterprise which was begun or under construction prior to the twenty-third day of April, 1913, and that the petitioner falls within the exemption provided in that act.

This case, under the facts, must be governed by that decision.

It is Therefore Ordered, That the Electric Short Line Railway Company, be and the same is hereby permitted to erect and maintain a steel railway bridge, together with the necessary supports, over and across the tracks and right-of-way of the Minneapolis & St. Louis Railroad Company and the Great Northern Railway Company at Holden street, Minneapolis, Minnesota, according to the plans and specifications which were submitted at the hearing, and that the Great Northern Railway Company and the Minneapolis & St. Louis Railroad Company permit the applicant to construct a bridge according to the contracts heretofore entered into by them.

By Order of the Commission.

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., July 1, A. D., 1913.

**Application of the Northwestern Fuel Company, Minneapolis, for Exemption from the Provisions of Chapter 307, G. L. 1913, Known as the Clearance Law**—This application was received by the Commission on July 17th, 1913, and upon the reading and filing of same the Commission caused notice to be given that a hearing on said petition would take place at its office in the New State Capitol at St. Paul, Minnesota, on Tuesday, the 22d day of July, 1913. Copies of said notice being sent to all parties interested.

The hearing came on as appointed. In addition to the Commission, the following named persons appeared:

G. H. Hutchinson, chief engineer, Northwestern Fuel Company, Minneapolis, Minn.

M. D. Rhame, district engineer, Chicago, Milwaukee & St. Paul Railway Company, Minneapolis, Minn.

After the evidence had been received, the hearing was closed and the matter taken under advisement.

The decision and order of the Commission in the premises were published on the 14th day of October, A. D. 1913, as hereinafter stated, viz.:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the North Western Fuel Company for exemption from the provisions of Chapter 307, General Laws of 1913.

Applicant desires permission to build two stub spur tracks adjoining the property known as the North Western Fuel Company's Minneapolis Yard No. 2, between Bryant and Aldrich avenues, to connect with the H. & D. division of the St. Paul road.

At the hearing it was made to appear that the applicant intended constructing a concrete unloading hopper 22 feet below the level of the rail, bringing the bottom of the pit about 10 feet below the level of Lakes Harriet and Calhoun, which are near this site. The lower 10 feet of the pit will be difficult and expensive work, on account of encountering ground water. An elevator leg will take the coal from the hopper and will give a lateral clearance of 7 feet. If a lateral clearance of 8 feet is required, the pit will have to be 2 feet deeper, and the north spur track moved 2 feet northward, all at a greatly increased cost.

This clearance extends along each track a distance of 15 feet and the tracks each extend beyond the elevator about 100 feet. It appears that the fuel company handles the cars upon its own tracks in such a manner as to not increase the hazard of operation. Coal is not handled in any cars having a greater width than 9 feet and the great bulk of coal cars are 8.5 feet and less.

It therefore appears that the clearance between the elevator leg and side of the car will in no case be less than 2½ feet. As cars are handled upon these tracks the clearance provided for cannot be regarded as dangerous, or as increasing the hazard of operation.

It is Therefore, Ordered, That the North Western Fuel Company, and the Chicago, Milwaukee & St. Paul Railway Company, be, and the same are hereby, permitted to construct the spur tracks as prayed for.

By the Commission.

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., October 14, A. D., 1913.

**Application by the Chicago, St. Paul, Minneapolis & Omaha Railway Company for Relief from the Provisions of Chapters 307 and 448, G. L. 1913, as Being Non-applicable in the Case of Two Certain Steel Bridges, Known Respectively as Nos. 54 and 61, Located on Said Line of Railway**—This application, under date of September 20, 1913, sets forth, among other things, that the construction of a steel bridge, known as No. 54, is in contemplation, said bridge to be located about a mile west of Heron Lake, and also steel bridge No. 61, situate about two miles west of Miloma, said bridges to replace wooden structures existing at said places; that the structural iron for said bridges was ordered and contract therefor let of date December 11th, 1912, and prior to the enactment of chapters 307 and 448, G. L. 1913; that the structural iron for said bridges has already, and for a long time, been manufactured and delivered on the ground for the construction of said bridges under and pursuant to the contract therefor which bears date of December 11, 1912.

Petitioner further calls attention to the provisions of section 6, chapter 448, G. L. 1913, which reads as follows:

“Provided further, that none of the provisions of this act shall apply to any part of any work or enterprise heretofore begun or under construction, whether under contract with any railroad company and any municipality, or otherwise.”

Petitioners further set forth that in view of the facts stated they are entitled to relief in the premises; further, that they could make no practical use of the structural iron and bridges, as manufactured, unless such relief is granted by the Commission.

Wherefore, petitioners ask for an order of the Commission allowing the construction of the bridges in accordance with the plans, details and specifications shown in the blue print attached as Exhibit “A” and in accordance with the contract for the manufacture of the said bridges.

The Commission, having given the matter consideration, and it being found to be a proper case for relief as contemplated by the law, made its order as hereinafter follows:



(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of Chicago, St. Paul, Minneapolis & Omaha Railroad Company for relief under Chapters 307 and 448, Laws of 1913.

It appears from the verified petition and evidence offered in support thereof, that the applicant contemplates the construction of a steel bridge, known as No. 54, situate about one (1) mile west of Heron Lake, also steel bridge known as No. 61, situate about two (2) miles west of Miloma, both being outside the station grounds and yards of said villages, and within the state of Minnesota; that the structural iron for said bridges was ordered, contracts let and material actually delivered upon grounds and work begun prior to April 23, 1913, and that both of said bridges will have less clearance than as fixed by provisions of laws heretofore mentioned.

From the foregoing statement of facts, it is apparent that the railway company is not bound by the provisions of the Clearance Law, as finally amended by Chapter 448 of the Laws of 1913.

It is Therefore, Ordered, That the Chicago, St. Paul, Minneapolis & Omaha Railway Company be, and the same is hereby, permitted to construct bridges Nos. 54 and 61 according to plans and specifications, and that in the performance of said work it be exempt from the provisions of Chapters 307 and 448 of Laws of 1913.

By the Commission.

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., October 13, A. D., 1913.

**Petition by the Chicago, St. Paul, Minneapolis & Omaha Railway Company for Relief from the Provisions of Chapters 307 and 448 So Far As They Apply to the Erection and Operation of an Engine House and Cinder Pit for Said Applicant in Duluth—**This petition was received on or about September 20, 1913, and upon the reading and filing of same, the Commission, after having given the evidence and facts submitted careful consideration, issued its findings and order on the 14th day of October, A. D. 1913, as hereinafter set forth:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Chicago, St. Paul, Minneapolis & Omaha Railway Company for relief under Chapters 307 and 448 of the Laws of 1913.

The petitioner desires to build in the city of Duluth an engine house with door openings having a clearance less than that fixed by statute, and a cinder pit which does not give the clearance fixed by law.

From the verified petition and evidence, it appears that the petitioner contemplates the erection of an engine house, cinder pit, turn table and trackage in its yards in the city of Duluth, Minnesota. According to plans on file, the engine house door openings will be 13 feet wide by 17 feet 6 inches high. If the openings are made 16 feet by 21 feet, as provided by the Clearance Law, the engine house could not be placed upon the petitioner's ground without projecting upon the public streets and alleys of the city of Duluth.

The standard size of engine house doors upon the different railroads is as follows:

Chicago, St. Paul, Minneapolis & Omaha, 13 feet wide by 17 feet 6 inches high.

Great Northern, 13 feet wide by 15 feet 6 inches high.

Minneapolis & St. Louis, 11 feet 6½ inches wide by 16 feet 6 inches high.

Northern Pacific, 11 feet 4 inches wide, by 17 feet 4 inches high.

"Soo" Line, 13 feet 4 inches wide by 17 feet high.

Chicago Great Western, 12 feet wide by 17 feet 2 inches high.

An engine when passing into or out of an engine house is manned only by the hostler, whose duties require him to be within the cab, and it is neither the duty nor custom for trainmen to ride within or upon the side or top of the engine during such movement. The construction of the engine house, as so planned, will in no way involve additional hazard in the operation of the engine. The construction of cinder pit follows a plan that is universally recognized by all railroads and which in no way involves danger to trainmen, and to build the pit with the clearance as fixed by the statute would be wholly impracticable and unnecessary, and give no additional safety to employes.

Under the law, the Commission may permit a carrier to erect any overhead or side obstruction at a less distance from the track than as provided for, when a compliance with the law would be impracticable. The word "impracticable" must be construed in connection with the purpose of the law, which is to promote the safety of employes of and travelers upon railroads. So construed, the Commission is of the opinion that it has the right to relieve a carrier from the statute when the construction contemplated is not, or will not be, dangerous to the trainmen.

The construction of the engine house and cinder pit, as prayed for, will not endanger the life or limb of the hostler who cares for the engine or the men who work in the cinder pits.

It is Therefore, Ordered, That the Chicago, St. Paul, Minneapolis & Omaha Railway Company be and the same is hereby permitted to erect and operate an engine house in the city of Duluth with doors 13 feet wide by 17 feet 6 inches high, and a cinder pit according to plans and specifications filed herein.

By the Commission.

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., October 15, A. D. 1913.

**Application by the State Board of Control for Exemption from the Provisions of Chapter 307 of the General Laws of 1913, Relating to "Clearances," So Far as It May Apply to a Certain Gate at St. Cloud Reformatory, Used for Passage of Railroad Tracks**—This matter was brought to the attention of the Commission on October 3d, 1913. A conference took place October 7th, 1913, between representatives of the State Board of Control and the Commission, at which time all phases of the conditions bearing upon the question at issue were considered and the matter taken under advisement.

The Commission made its order in the premises on the 7th day of October, 1913, to-wit:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the State Board of Control to be relieved from the provisions of Chapter 307, General Laws of 1913, in the construction of a gate or passage for the Northern Pacific Railroad tracks, operated by the Great Northern Railway Company, in the wall surrounding the Reformatory grounds at St. Cloud.

It appearing to the Commission that the state, under the direction of its Board of Control, had before the passage of Chapter 307 of the General Laws of 1913 contracted for and commenced the construction of a gate or opening in the wall around the reformatory at St. Cloud, for the purpose of admitting the Northern Pacific railroad tracks, operated by the Great Northern Railway Company; and

It further appearing such opening does not comply with the requirements of said Chapter, being only  $18\frac{1}{2}$  feet high and the side clearance only 4 feet from the rail; but the work having been commenced before passage of the law, the state is exempt from its operation under the amendment in Chapter 448;

It is Therefore, Ordered, That the Board of Control of the state be relieved from compliance with said chapter in the construction of the opening in the wall surrounding the reformatory at St. Cloud, and the Northern Pacific Railway Company and the Great Northern Railway Company are relieved from the provisions of said chapter in the operation of said track.

By the Commission.

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., October 7, A. D., 1913.

**ABANDONMENT OF RAILWAY LINES.**

**Application by the Minneapolis & St. Paul Suburban Railway Company for Permission to Abandon Certain Trackage in the Village of North St. Paul, This Being Part of Its Line Between St. Paul and Stillwater**—Upon the reading of the petition it was ordered by the Commission that a hearing on said matter take place at its office in the State Capitol Building at St. Paul, Minnesota, on Tuesday, the 16th day of December, A. D. 1912, at 10 o'clock in the forenoon, at which time and place the persons interested might appear and give testimony for or against the granting of same.

Due notice of the hearing was given by mailing copy to the president of the village of North St. Paul, and by publication in two issues of each of the following newspapers: "St. Paul Pioneer Press" and the "Sentinel" of North St. Paul.

Numerous protests against the proposed abandonment were filed both by residents, manufacturers, and business men of North St. Paul, by Mr. P. F. Murphy, president of the common council of said village. Similar protest was also received from the residents and property owners residing at and in the vicinity of Davis' Crossing against any change of the present right of way or car service.

Pursuant to notice the matter came on for hearing at the time and place appointed, all members of the Commission being present. The railway company was represented by its counsel, M. N. Thygeson, Esq., of St. Paul, and the village of North St. Paul by numerous citizens thereof, in whose behalf Mr. T. D. O'Brien and Mr. Thomas R. Kane of St. Paul, appeared as attorneys.

Hon. C. W. Bremner, mayor, and Wm. H. Smithson, Esq., appeared as witnesses in behalf of the citizens of Stillwater.

After the testimony had been received it was agreed that the attorneys would file briefs, upon receipt of which the Commission would appoint a date for argument.

On January 25th, 1913, a lengthy petition, subscribed by Mayor C. W. Bremner and many other citizens of Stillwater, was received by the Commission, asking that the application of the Minneapolis & St. Paul Suburban Railway Company be granted. Petition was presented in behalf of said petitioners by Hon. J. D. Sullivan of Stillwater.

Upon filing of briefs by the contending parties and after due consideration of the evidence presented, the Commission made its findings and order as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the petition of the Minneapolis & St. Paul Suburban Railroad Company to abandon tracks in the village of North Saint Paul.

This case was duly heard before the Commission, all members being present. The railroad company was represented by N. M. Thygeson, counsel, and the village of North St. Paul by Thomas D. O'Brien and Thomas R. Kane, attorneys. After considering the evidence and the briefs presented, the Commission finds:

1. That the Minneapolis & St. Paul Suburban Railroad Company is a corporation organized under the laws of the state of Minnesota, and owns and operates a line of railway, commonly known as "The Stillwater Line," extending from the city of Saint Paul, Ramsey county, Minnesota, in a northeasterly and easterly direction to and through the village of North St. Paul, Ramsey county, Minnesota, and to and through the city of Stillwater, Washington county, Minnesota, with branch lines extending to the village of White Bear and to Mahtomedi.

2. That through the village of North St. Paul, the said company operates upon the streets, under and pursuant to an ordinance of said village, and that the company desires to vacate certain streets and to substitute in lieu thereof, a straight line of railroad upon its own right-of-way, which has been secured from the Minneapolis, St. Paul & Ste. Marie Railway Company.

3. That in the month of October, 1889, the village of North St. Paul duly issued its negotiable bonds in the sum of twenty-two thousand (\$22,000) dollars, to aid in the construction of a street railway in said village by the North Saint Paul Railroad Company, and the said bonds were duly delivered and accepted, and the proceeds thereof used in the construction of said

railway line; that the petitioner is the legal successor through mesne conveyances of the said North Saint Paul Railroad Company.

4. That the consent to make this change of tracks within the village of North St. Paul has not been secured from two-thirds of the governing body of said municipality, as required by law, and that before this railroad company seeks to secure the consent of the state to abandon or alter its tracks within the village of North St. Paul, it should, as a condition precedent, secure the consent of the municipality.

It is Therefore, Ordered, That the petition herein be dismissed.

By the Commission.

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., May 9, A. D., 1913.

Memo: In deciding this case, the Commission must give force to the provisions of Section 2921 of the Revised Statutes of 1905, which reads as follows:

"The board of directors of any railroad corporation, by a vote of two-thirds of their whole number, may alter the route of their road or any part of the road, or any extension or branch thereof as constructed, whenever they are of the opinion that the line can be improved thereby; but no railroad whether in the hands of the original incorporators or of any other person or corporation, shall be diverted from any county, town, city or village which in its corporate capacity shall have extended aid to such road, without the consent of such municipality. Such consent shall be evidenced by a vote of two-thirds of the legal voters of such municipality, at an election held for that purpose. No such alteration shall be made in any city or village after the road shall have been constructed therein, unless the same shall have been sanctioned by a vote of two-thirds of the governing body of such municipality. Before making any such alteration, unless the route is designated as provided in 2922, the board of directors shall designate the route thereof by a resolution entered in its records and filed for record with the Secretary of State."

It is contended by the railroad company that Chapter 261 of the Laws of 1907 repealed Section 2921 by implication. This law is found in the revision in Section 2038, 2039 and 2040, and reads as follows:

"2038. No company operating any line of railroad in the state of Minnesota shall abandon the same or any portion thereof, nor shall it abandon any siding, sidetrack, spur or other railway track of any kind which has once been opened and used for business, nor shall it close for traffic thereon, except as provided in Section 2039, as the same is hereinafter amended. Any company violating any provision of this section shall forfeit to the state not less than two hundred dollars, nor more than one thousand for each day such violation continues."

"2039. Any such company desiring to abandon or close for traffic any portion of its line, siding, sidetrack, spur or other railway track, shall first make application to the Commission in writing. Before passing upon such application, the Commission shall fix a time and place for hearing and require such notice thereof to be given as it deems reasonable. Upon the hearing, the Commission shall ascertain the facts and make findings thereon, and if such facts satisfy the Commission that the proposed abandonment or closing for traffic will not result in substantial injury to the public, they may allow the same, otherwise, it shall be denied, or if the facts warrant it, the application may be granted in a modified form."

This chapter expressly amended 2038, 2039 and 2040 of the Revised Laws 1905, by substituting the Railroad and Warehouse Commission for the District Court, making the law somewhat broader in its application and requiring a petition for an abandonment to be made in all cases, regardless of whether public aid had been given or not. Said Chapter 261 and Sections

2921 must be harmonized if possible. The two statutes are not inconsistent. As the law now stands, a railroad company must get the consent of two-thirds of the governing body of a city or village before it makes an alteration of the tracks, and that where public aid has been given by any county, town, city or village, the railroad company cannot divert its line therefrom without getting the consent of two-thirds of the legal voters of such municipality, and that one or the other of these requirements must be observed according to the facts in each particular case, before the state can be expected to give its consent to an abandonment. The conclusion arrived at makes it unnecessary for the Commission to determine whether the abandonment prayed for should be allowed.

**Petition of Chicago, Milwaukee & St. Paul Railway Company for Abandonment of a Portion of Its Main Track Located in Big Stone and Lac qui Parle Counties, and to Discontinue Its Present Station at Ortonville and Big Stone**—The above named petition was filed on December 5th, 1912, in which it was set forth, in substance, that the company desired to abandon a certain portion of its main track situate in the counties of Big Stone and Lac qui Parle in the state of Minnesota, and to further abandon and remove its present stations at Ortonville and Big Stone, and to substitute therefor, a double track line of railroad with a station thereon to be erected at, or near, the Minnesota and South Dakota state line.

On the 9th day of December the Commission issued its order for a hearing on the said petition to be held at Ortonville, Minnesota, on Tuesday, December 17th, 1912, at ten o'clock in the forenoon of that day, at which time and place all interested parties might appear and be heard, said notice to be given by publication of the order in the Herald-Star and the Big Stone County Journal, both being weekly newspapers published at Ortonville, Minnesota, and a copy thereof to be sent by registered mail to the city councils, respectively, of Ortonville, Minn., and Big Stone, S. D.

Pursuant to notice the hearing came on as appointed, before Commissioner C. E. Elmquist. Appearances were as follows:

For the railway company. Clift & Purcell, attorneys; T. H. Straight, construction engineer, and J. T. Gillick, division superintendent. For the citizens of Big Stone and Ortonville: W. Geyer, D. Geyer, C. E. Crissman, I. D. Aldrich, J. A. Gold, and others.

The testimony and arguments having been heard the matter was taken under advisement by the Commission.

The findings and order of the Commission were published on the 6th day of January, A. D. 1913, as follows, to-wit:

(Order.)

## Exhibit A.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, to abandon a certain portion of its main track situate in Big Stone and Lac qui Parle counties, in the state of Minnesota, and to further abandon and remove its present stations of Ortonville and Big Stone and to substitute therefor a double track line of railroad with a single station thereon, to be erected at, or near, the Minnesota and South Dakota state line.

Hearing upon the within application was duly held at Ortonville, Minnesota, on the 17th day of December A. D., 1912, the Commission being represented by Hon. Charles E. Elmquist. The appearances were as follows:

Clift & Purcell, attorneys, T. H. Straight, construction engineer, and J. T. Gillick, division superintendent, for the railway company, and Messrs. W. Geyer, D. Geyer, C. E. Crissman, I. D. Aldrich, and J. A. Gold, and others for the citizens of Big Stone and Ortonville

The Commission finds that the Chicago, Milwaukee & St. Paul Railway Company is a corporation organized under the laws of the state of Wisconsin, and operates a line of railway commonly known as its Hastings & Dakota Division, extending from the city of Minneapolis, Minnesota, westerly through Big Stone county in the state of Minnesota, to and beyond the city of Aberdeen, South Dakota, and that said line of road forms part of its main trunk line between Chicago and the Pacific Coast; that the village of Big Stone is in South Dakota while the station building is in Lac qui Parle county, Minnesota, and is located on the main line; that the said city of Ortonville, in Big Stone county, Minnesota, is served by a switch back track one and three tenths miles long, connecting with the main track, and that the operation of this switch back track is hazardous, expensive, and inconvenient; that there are numerous industries in the city of Ortonville that are served by this switch back track, and also several industries at the station of Big Stone, served by track connections with the main track;

That the railway company, pursuant to general plans to reduce curves and grades upon its line of road between Minneapolis and Aberdeen, South Dakota, desires to abandon for service that portion of its present line from the point of intersection of its present mainline with the switch back track leading to its depot at Ortonville, to and beyond the line of the states of Minnesota and South Dakota, so as to avoid the curves, and the said switch back track, and to substitute therefor a double track line of road which is shown in yellow upon the blue print on file in this office and accompanying the application; that the proposed change will necessitate the abandonment of the present stations now located at Ortonville and Big Stone and the company desires to substitute in lieu thereof, a single station to be located at or near the state line and to build all necessary highway approaches thereto from Ortonville and Big Stone; that the industries now located at Big Stone and Ortonville will be served by the present trackage facilities and the change in stations and main line trackage will in no way affect the service to them; that the new line will reduce the grade from one per cent to five tenths of one per cent, and facilitate the movement of trains and the carrying of a larger amount of tonnage; that the location of the station at or near the state line will not inconvenience the public; that the officials and representatives of Big Stone and Ortonville approve of the proposed change and no word of protest was given at the hearing:

That it is not wise to locate the station upon the state line, because it would raise a question of jurisdiction between conflicting authorities over rates, service, and crimes, and that all interests will be well served by having the station located in Minnesota at a point not less than one hundred feet from the state line; that the granting of such application and the con-

struction of a double track and the consequent reduction of grades and curves will be of substantial public benefit, but that such service shall not be withdrawn until the new station has been completed and reasonably safe approaches built from Big Stone and Ortonville to the same.

It is Therefore, Ordered, That the application to abandon that portion of the track shown upon the blue print on file in this office and the present stations of Ortonville and Big Stone, and the substitution therefor of double line of track with a single station located within the state of Minnesota, not less than one hundred feet from the state line, and all necessary industry and team tracks within the state of Minnesota, be and the same is hereby granted, same to take effect when the railway company has built a suitable station on the new line and constructed reasonably safe and suitable highway approaches to such station from the villages of Big Stone and Ortonville. But it must be understood that the granting of this application shall not affect the service to the industries now located at Big Stone and Ortonville.

By order of the Commission.

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., January 6, A. D., 1913.

Subsequent to the filing of the foregoing order the Commission was petitioned by the business interests and citizens of Big Stone, S. D., to modify the foregoing order so that the station building would be placed nearer to the line of the village of Big Stone, and its citizens could more conveniently utilize its advantages than at the proposed location approximately 100 feet distant. This proposition seeming to also meet with the approval of the citizens of Ortonville, and others concerned, a supplementary order was made by the Commission on April 24th, 1913, embodying an amendment in accordance with the wishes of the petitioners and the general sentiment of others interested in the matter.

#### Exhibit B.

#### BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.

In the matter of the petition of the Chicago, Milwaukee & St. Paul Railway Company, to abandon a certain portion of its main track situate in Big Stone, and to substitute therefor, a double track line of railroad with a further abandon and remove its present stations of Ortonville and Big Stone, and to substitute therefor, a double track line of railroad with a single station thereon, to be erected at, or near, the Minnesota-South Dakota state line.

After due consideration by the Commission, the order in the above entitled matter, issued January 6, 1913, is hereby amended so as to allow the erection of a depot at a point not less than five (5) feet from the Minnesota state line.

By the Commission.

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., April 24, A. D., 1913.



**Application by the Minnesota & International Railway Company for Permission to Abandon Part of Its Main Line at and Near Brainerd, Minnesota**—The above named application was filed May 2d, 1913. The part of the line which it is desired to abandon being described as follows:

“Beginning at a point known as station 142x57, which said point is situated in the center of main track of the aforesaid railway company and in lot 4, section 26, township 134 north, range 28 west of the fifth principal meridian; thence extending from said point of beginning, in a southerly direction, over and across the Mississippi river, for a distance of about 4,600 feet, to the south line of section 18, township 45 north, range 30 west; said point of termination may be further described as being the point of intersection to the said south line of the said section 18, with the center line of the aforesaid railway company's main track.”

The proposition of petitioner is to substitute for the line abandoned a new main line of railway to be constructed of easier gradients and lighter curvature for its entrance into the city of Brainerd. The new line to begin at a point known and described as Station O, situate in the southwest quarter of the northeast quarter (SW $\frac{1}{4}$  of NE $\frac{1}{4}$ ) of section 23, township 134 north, range 28 west; thence extending from said point of beginning in a southwesterly, southerly and easterly direction, for a distance of about 5.82 miles, and intersecting with the main track of the Northern Pacific Railway Company at a point situate in said Northern Pacific main track between Third and Fourth streets in West Brainerd.

The Commission issued on May 6th, 1913, an order for a hearing to take place at Brainerd, Minnesota, on the 4th day of May, 1913, at two o'clock P. M., where objections to granting the application, if any, would be heard.

It was further ordered that notice by publication be given of such hearing in the Brainerd Daily Dispatch, a newspaper printed, published and circulated in the city of Brainerd, on the 10th, 12th and 13th days of May, 1913.

Pursuant to notice hearing came on at the appointed time. The Commission was represented by Ira B. Mills, its chairman, and the company by W. H. Gemmel, its general manager. There were no appearances in opposition.

The order of the Commission followed on May 16th, 1913, to-wit:

(Order.)

## Exhibit No. 1.

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Minnesota & International Railway Company to abandon a part of its line.

The Minnesota & International Railway Company having made application to the Commission to abandon a portion of its main line of railway, hereinafter described, a hearing was ordered and notice of publication given to all parties interested, which hearing took place in Brainerd, Minnesota, in the offices of the above named company, on the 14th day of May, A. D. 1913, at 2 o'clock in the afternoon, Ira B. Mills appearing for the Commission. W. H. Gemmell appeared for the Minnesota & International Railway Company and no one appeared in opposition. Due proof was made that the order of the Commission fixing the time and place for hearing had been duly published.

It was found upon examination of the company's engineer, that there was a slight error in the description, which was as follows: "Beginning at a point known as Station 142/57," when as a matter of fact, it should read "142/26." This makes no material difference, however, and the order and publication is amended nunc pro tunc to read "142/26," and the description then will read as follows:

"Beginning at a point, known as station 142/26, which said point is situate in the center of the main track of the aforesaid railway company, and in Lot 4, of Section 26, Township 134, north, Range 28 west of the Fifth Principal Meridian; thence extending from said point of beginning, in a southerly direction, over and across the Mississippi River, for a distance of about 4,600 feet, to the south line of Section 18, Township 45 north, Range 30 west; said point of termination may be further described as being the point of intersection of the said south line of the said section 18 with the center line of the aforesaid railway company's main track."

This case was heard before Commissioner Mills, and after taking the testimony and reporting the same to the Commission, it being fully advised in the premises,

It is Ordered, That the said railway company be and it hereby is allowed to abandon that portion of its track mentioned in said order of publication and hereinbefore described, this order to take effect from its date.

By the Commission.

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., May 16, A. D., 1913.

**Application by Wisconsin, Minnesota & Pacific Railway Company to Abandon Certain Trackage and Station Facilities at Faribault and Substitute New Facilities Therefor**—This matter came before the Commission on March 24th, 1913, by the filing of the aforesaid application.

Action on the application was deferred until May 1st following, when a hearing was ordered to take place on Monday, the 19th day of May, A. D. 1913, at the Brunswick Hotel, Faribault, Minn., at 1:15 o'clock A. M., at which all interested parties were invited to appear and be heard. Notice of the hearing was further given

by publication of the said order in the Faribault Republican, the Faribault Pilot, and the Faribault Democrat, all weekly newspapers printed and published at Faribault, Rice county, Minnesota, and a copy of said notice was forwarded by registered mail to the president of the city council of said city.

On May 13th, 1913, pursuant to request of petitioners, the hearing was postponed to Monday, June 2d, 1913, at same time and place, due notice of such postponement being given by publication.

The case came on at the appointed time, Commissioners Mills, Staples and Elmquist being present. The railroad company appeared by A. G. Briggs, its attorney; C. E. Carson, superintendent; L. C. Fritch, chief engineer, and W. A. Garrett, vice president. The city of Faribault was represented by L. A. Smith, mayor, and Lucius Smith, city attorney

No other appearances were made and no objections to the proposed changes were filed or in any other manner presented.

Thereupon the hearing was closed and the matter taken under advisement by the Commission.

The findings and order of the Commission followed on the 6th day of August, A. D. 1913, as hereinafter set forth:

(Order.)

**Exhibit "A."**

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of Wisconsin, Minnesota & Pacific Railroad Company for permission to abandon and remove certain railway tracks in the city of Faribault, Minnesota, and to move its freight and passenger depots and stockyards.

This application was duly heard at the Brunswick hotel in the city of Faribault, on Monday the 2d day of June, 1913, all members of the Commission being present. The railroad company was represented by:

A. G. Briggs, attorney,  
C. E. Carson, superintendent,  
L. C. Fritch, chief engineer,  
W. A. Garrett, vice president,

and the city of Faribault by:

Hon. L. A. Smith, mayor.  
Lucius Smith, city attorney.

No appearances were made on behalf of any of the industries located along the tracks of the company, although due notice of the hearing had been given by publication in the Faribault "Republican," Faribault "Pilot" and Faribault "Democrat."

The Commission finds that the Wisconsin, Minnesota & Pacific Railroad Company is a corporation organized under the laws of the state of Minnesota, and owns certain railroad tracks within the city of Faribault, extending southerly across Second, Front and Pine streets where it connects with the transfer track of the Chicago, Milwaukee & St. Paul Railway Company and its passenger and freight depot and stockyards, as well as several industries are located along said tracks; that the Chicago, Great Western

Railroad Company own all the stock of the Wisconsin, Minnesota & Pacific Railroad Company and operates the road as a lessee receiving all income and paying all expenses and charges; that the said tracks make physical connections at reasonable points with the Chicago, Rock Island & Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company for the accommodation of its patrons in the city of Faribault; that all the industries are located upon the tracks by virtue of a lease which is terminable at the will of either party upon thirty (30) days notice;

That sometime previous to the hearing, the city of Faribault passed an ordinance requiring the Wisconsin, Minnesota & Pacific Railroad Company, Chicago, Milwaukee & St. Paul Railway Company, and Chicago Rock Island & Pacific Railway Company, to build a viaduct over their tracks upon Second street, and that action is now pending in the District Court to compel the observance of said ordinance.

The main reason advanced for vacating said tracks is to avoid the cost of its share of said viaduct, claiming that the granting of said petition will in no way interfere with its ability to give reasonable service to the public within the city of Faribault; that the company intends to locate a depot and freight house on block 55, and to place stockyards at some convenient place within the city, and to give the industries now served upon the tracks to be vacated adequate sites at other points within the city.

No industry which will be affected by the abandonment of said tracks made any objection thereto, and the city of Faribault through its mayor and city attorney expressed a willingness to facilitate the change as much as possible.

From a review of all the facts the Commission finds that no substantial injury will be done to the public by granting the application prayed for, and that the railroad company is able to give reasonable public service by abandoning such tracks and removing its passenger and freight stations to track on block 55, removing the stockyards to a convenient place within the city; by giving adequate sites along its tracks to the industries within the city, which will be affected by this order, and by making reasonable and convenient physical connections with the Chicago, Milwaukee & St. Paul Railway Company and the Chicago Rock Island & Pacific Company for the transfer of freight.

It is Therefore, Ordered, That the Wisconsin, Minnesota & Pacific Railroad Company be, and the same is, hereby permitted to abandon and remove its tracks now located upon and between Pine street and Second street in the city of Faribault, and that such abandonment may be made when the said company has erected and installed an adequate passenger and freight depot in block 55, original town of Faribault, north of Second street and east of Willow street, and removed its stockyards to a convenient location within the city, and made physical connections with the tracks of the Chicago, Milwaukee & St. Paul Railway Company and the Chicago, Rock Island & Pacific Railway Company.

By order of the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., August 6, A. D. 1913.

## APPLICATIONS FOR DEPOTS AND STATION SERVICE.

**Argyle Depot**—This was a complaint filed June 19th, 1912, by Mr. T. K. Onstad, president of the village of Argyle, wherein it was set forth that said village is incorporated, has a population in excess of 400 inhabitants and is located on the Great Northern Railway in Marshall county; that the said railway company does not

maintain a depot in said village with separate waiting rooms for men and women, the present depot containing but one waiting room.

Complainant respectfully requests that the said company be required to furnish and maintain within said village a depot with separate waiting rooms for men and women, of sufficient size to accommodate all passengers stopping thereat.

A copy of the petition was sent to the company and its attention directed to the fact that the census returns indicate the population of Argyle in the year 1910 to have been 744 in number; that the revenue derived from all sources on incoming and outgoing business for a period of twelve months ending March 31st, 1912, approximated \$100,000.00.

The Great Northern Railway Company was advised by the Commission that in view of the facts and figures presented there was no question as to the right of the citizens of Argyle to secure the improvements asked for and recommended prompt and favorable action by the company.

Shortly thereafter a communication was received by the Commission from E. A. Brekke, clerk of the village council of Argyle, in which it was stated that the railway company had definitely promised to erect a station building during the next year, and the council decided to withdraw its petition for the time being and await developments, as the people were willing to accept the company's proposition.

The Commission, by reason of the failure of the company to carry out its agreement, concluded that a hearing was necessary, and gave notice to all parties interested, that such hearing would be held at Argyle on the 20th day of August, 1913, on the arrival of the train from the south, due about ten o'clock A. M.

The hearing came on as appointed before Commissioners Mills and Staples. Complainants appeared by Mr. H. L. Melgaard, Mr. Fred Teidt, and other citizens. Considerable evidence in support of the petition was received, after which the hearing was closed and the matter taken under advisement.

The order of the Commission was issued on the 29th day of August, 1913, as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the complaint of the Commercial Club of Argyle, against the Great Northern Railway Company, for a new depot building at that station.

This complaint was heard by Commissioners Mills and Staples at Argyle, on the 20th day of August, 1913, after due notice to respondent. The complainants appeared by Mr. M. L. Melgaard, Mr. Fred Tiedt and others. The respondent did not appear. After hearing the evidence, the Commission finds as facts,

That the Great Northern Railway Company, hereinafter called the respondent, is a corporation organized and incorporated under the laws of the state of Minnesota, and is operating a railroad from St. Paul, Minnesota, to St. Vincent, at or near the boundary line between the state of Minnesota, and the province of Manitoba, in the Dominion of Canada; that the village of Argyle, in Marshall county, Minnesota, is a station on the line of respondent's railroad; that it is a thriving, growing village of about one thousand people, situated in the midst of a thickly settled and prosperous farming community, which has always furnished respondent a large and paying business; that from April, 1911, to March, 1912, both inclusive, the revenue at this station was \$89,389.52; from June, 1912, to May, 1913, both inclusive, the revenue was \$76,569.86. The average revenue of said station is about \$83,000.00 a year, and will probably increase, as the country is growing and becoming more thickly settled year by year. There were eight thousand and thirty passengers carried out of this station between April 1, 1911 and March 31, 1912, and as we have a right to assume, there was as many "in" passengers as there was "out," it makes sixteen thousand and sixty passengers "in" and "out" during said time, and from June 1, 1912 to May 31, 1913, the number of "out" passengers was seven thousand and five hundred and ninety-two. Applying the same rule, the total passengers for those twelve months would be fifteen thousand one hundred and eighty-four "in" and "out" of this station. The passenger revenue from June 1, 1912 to May 31, 1913 was \$8,756.55, and from April 1, 1911 to March 31, 1912, the passenger revenue was \$9,327.99. The depot at this station was built in 1881 and is a one-story frame, 24x60. There is only one waiting room which is entirely too small to accommodate the patrons of respondent, and as there is no warm room to take care of perishable freight, this waiting room has been used for that purpose, which made the space still smaller for passengers, and they have been compelled to stand out on the platform in the cold and storm while waiting for trains.

The freight room is too small to hold the freight which it is necessary to store in it until in the ordinary course of business it can be delivered to the patrons of respondent. The depot building stands over a hole, or depression, in the ground, and in bad weather, this hole fills with water, which becomes stagnant and endangers the health of the patrons, and employees of respondent. The platform on the west side of the depot is too narrow to furnish proper facilities for loading or unloading freight. The station facilities furnished at this station, particularly the depot, have been entirely inadequate for reasonable accommodation of the public, for a long time, and the people of Argyle have waited patiently, believing they would eventually receive recognition from the company. On the 18th of June, 1912, Mr. H. L. Melgaard, representing the Commercial Club and the citizens of Argyle, called at the office of the general manager of the company, and for the purpose of calling the attention of the respondent to the condition of the depot, and other station facilities. He was received by assistant general manager, George H. Emerson, to whom he made a full statement of the conditions, and requested that respondent build a new depot for the accommodation of its patrons at said station. After hearing the complaint, Mr. Emerson promised to submit it to General Manager J. M. Gruber, and on the 20th day of June, 1912, Mr. Gruber wrote Mr. Melgaard as follows:

"On my return from a trip on the line, I am advised that you called at my office in St. Paul on the 18th instant, with reference to depot facilities at Argyle.

"In looking up the dimensions of the present building there, it is apparent that the depot is entirely too small to care for the business, and also, as you stated, with the population Argyle has, under the Minne-

sota laws, you could legally demand two waiting rooms, the present depot having but one waiting room, a little less than 19 feet wide and a little over 15 feet long.

"It is too late in the season now to undertake more work; in fact with the labor situation as it is, we have a great deal on hand now that it will be very late before it is finished and some we may have to carry over. I think our patrons at Argyle would be very much better satisfied with a new depot next year than to try to patch an additional waiting room on to the present structure and I am authorized to say we will be willing to put up a new depot there next year 30 by 76 feet, which will give you two waiting rooms with a total floor capacity of 982 square feet against 291 square feet in your present depot; warehouse 856 square feet against 254 square feet in your present depot, besides a separate coal bin 96 square feet and office 345 square feet, against 212 square feet in the present station. The total floor space will be nearly three times what your present structure is, and I am sure will be a satisfactory building. Please let me hear from you promptly.

Yours very truly,

J. M. GRUBER."

In the meantime, the village of Argyle had complained in writing to this Commission of the depot facilities furnished that village by respondent. After receiving General Manager Gruber's letter, Mr. Melgaard communicated its contents to the citizens of Argyle, and they agreed to accept the offer of the respondent to build, in 1913, the depot described in the letter of Mr. Gruber, and Mr. Melgaard wrote the following letter to Mr. Gruber, dated June 24, 1912:

"Your favor of the 20th inst. at hand and contents duly noted. I have communicated the contents of your letter to our principal business men, and after considering the matter, we have come to the conclusion that it would be more satisfactory to the people of Argyle to get a new depot next year, rather than to have an addition built this year to the present one. Of course, we would like to have the new depot built this season, if you could possibly do so, but if you can't, we will be willing to wait another year, relying on your promise to give us a new and suitable depot next year. I just learned that our village council a few days ago, had forwarded a complaint to the Railroad and Warehouse Commission, stating that our present depot did not comply with the state laws. Since receiving your letter, I have had a talk with our village council, and they have agreed to withdraw their complaint filed with the Railroad and Warehouse Commission. We feel that we are entitled to better depot facilities than we now have, as we have every reason to believe that Argyle is one of the best paying stations on your whole system, but we want to be fair in this matter, and hope that you will put Argyle at the head of the list of the places to be furnished with new depots next year.

Thanking you for having given this matter such prompt attention, I am,

Yours very truly,

H. L. Melgaard."

The proposition of Mr. Gruber to build the depot in 1913, was communicated to the village council and the council accepted the proposition of the company, and withdrew its complaint, by the following letter to the Commission, dated June 24, 1912:

"In reference to the petition filed by the village council of the village of Argyle recently, I have been instructed to communicate to you, that Mr. H. L. Melgaard, president of the Farmers' & Merchants' Bank here, has received a letter from the officials of the Great Northern Railway Company, stating that the company will build a new depot here next year. They maintain that they cannot do so this year because of the fact that they are building a number of new depots on their lines

this year and cannot manage to get at it until next year. Therefore, inasmuch as the company has made a definite promise of putting up a new depot here next year, the council has decided to withdraw the petition filed with you for the present, and await developments. There is no particular hurry about it, if the company will do as it promised and build next season. The letter received by Melgaard was dated June 20th, and we presume that the fact that you have taken the matter up with the company, has been instrumental in bringing about a promise to do something next year. Kindly let me have a reply.

Respectfully yours,

E. A. BREKKE, Clerk."

The respondent having failed to commence the construction of the promised depot, or take any steps toward furnishing Argyle with sufficient reasonable station facilities to transact its business with the public, Mr. Melgard, still representing the citizens and the Commercial club of the village, on the 23rd day of July, 1913, wrote Mr. Emerson, now the general manager of the respondent, the following letter:

"As it is getting quite late in the season, and you have as yet made no move to provide Argyle with a new depot, I take the liberty to again call your attention to the promise made us last year by Mr. J. M. Gruber, then general manager of your company, in regard to the building of a new depot here this season.

"I enclose you herein a copy of Mr. Gruber's letter to me, dated June 20, 1912, which fully explains itself, and I trust that you will see to it that the promises therein made are carried out this season. Our people feel that this town is giving you enough business to warrant you in providing us with a new depot. We are doing our utmost to bring trade to Argyle that, without any effort on our part, would go to the towns on the Soo Line, and you cannot show your appreciation of our efforts in any better way than by supplying us with the much needed new depot without any further delay. We do not want the present depot patched up by any addition thereto, and expect you to carry out the promises made us by your predecessor over a year ago.

"I should be pleased to have you indicate to me how soon you expect to build and have our new depot ready for occupancy.

Yours very truly,

H. L. MELGAARD."

Mr. Emerson replied as follows, under date of August 4, 1913:

"Replying to your letter of the 23d ult. regarding providing a new depot at Argyle, Minn.

"At the time that we intimated that a new depot would be constructed at Argyle this year, the general conditions were such as to lead us to believe that we would be able to do so, but as you are aware, these conditions have changed very materially, and in view of the decision that has been rendered in the Minnesota Rate Case, and the several new laws that have been enacted, which reduce our revenue and increase our expenses, we find that it will be impossible to construct a new building there this year.

"I might say, however, that plans are now being prepared for certain improvements to the present building, and when this work is carried out, we believe that it will be much more convenient, and that it will meet the immediate requirements.

Yours truly,

GEO. H. EMERSON."

That it is necessary to furnish reasonable accommodations for doing the business of respondent at the station of Argyle; that respondent provide a depot at least 30 by 76 feet, outside measurement, 12 feet from floor to ceiling, with two waiting rooms, a freight room and a warm room, for the protection of perishable freight in the winter, with office for its agent, and other necessary employees, and that such station building should be



provided with a substantial foundation of brick, stone, concrete or other proper material, and be provided with sufficient platform space to properly transact the business of the station.

It is Therefore, Ordered, That the respondent, within sixty days after the service of this order on it, construct at the station of Argyle, a depot of the kind and dimensions above stated, and that the plans for such depot be submitted to the Commission for its approval.

(Seal.)

By the Commission,  
A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., August 29, A. D., 1913.

**Strathcona Depot Service**—On September 14th, 1912, the Commission received a complaint from the Strathcona Creamery Co., with reference to the urgent necessity for the services of a depot agent, it being alleged that the present custodian service that is furnished is entirely inadequate to meet the business and public requirements of said station.

The matter was presented to the Great Northern Railway Company in a communication embodying the subject matter complained of, with the request that the company furnish a statement showing the freight earnings "in" and "out" and the passenger business "out" at said station for a period of twelve months, separately by months, up to as late a date as practicable, and to also inform the Commission regarding present depot facilities at said station.

A communication was received from the railway company with a statement attached showing the total earnings at said station for a period of twelve months ending June 30th, 1912, as derived from freight business in and out, \$7,092.57, and from passenger business both ways to be \$1,914.06 or a total of \$9,006.63.

The railway company was thereupon advised that in view of the earnings disclosed the Commission deemed that a first class custodian service should be furnished at Strathcona and that unless this is done, it would necessitate the installation of a regular agent under a formal order by the Commission.

After a fair trial under a continuance of the custodian service, it being found still inadequate and unsatisfactory to the residents and business men of Strathcona and it being established that the earnings of the station were such as to justify the service of a regular agent, the Commission made its order in accordance therewith on the 15th day of April, A. D. 1913, as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application of the citizens of Strathcona, a station on the line of the Great Northern Railway Company, in Roseau county, for an agent.

This investigation has been carried on by the Commission through correspondence, and a personal visit to the station by one of the agents of the Commission. It appears by the admission of the defendant in correspondence with the Commission and from the records of this office, that the Great Northern Railway Company is a corporation incorporated under the laws of the state of Minnesota and operates a railroad from Crookston, Polk county, to the Lake of the Woods, in Beltrami county; that Strathcona is a station on the line of its railroad in Roseau county, Minnesota, and that during the year 1912 and said railway company did a business at said station of \$3,398.70, as follows:

MONTHS 1912	Freight Business				Passenger Business		Total Revenue
	Forwarded		Received		Forwarded		
	Pounds	Revenue	Pounds	Revenue	Passengers	Revenue	
January.....	375,100	\$209.12	24,880	\$82.64	133	\$89.91	\$380.67
February.....	358,700	222.43	154,440	177.54	105	58.61	458.58
March.....	632,300	467.38	187,840	355.20	117	73.03	895.61
April.....	163,700	155.27	164,490	399.75	181	105.87	660.89
May.....	77,400	130.99	163,770	250.49	111	87.55	469.03
June.....	78,200	154.99	145,060	320.89	159	50.35	526.23
July.....	49,800	121.00	324,120	464.12	229	119.50	704.62
August.....	105,800	254.85	367,740	585.80	152	98.18	938.83
September.....	104,200	248.83	129,140	247.59	95	64.87	561.29
October.....	117,400	186.04	214,390	401.23	88	63.47	650.74
November.....	151,700	185.39	864.30	174.64	118	108.52	468.55
December.....	1,431,600	1,338.17	975.20	255.53	199	88.96	1,683.66
Total...	3,645,900	\$3,673.46	2,059,820	\$3,714.42	1,687	\$1,008.82	\$3,398.70

The passenger business one way is \$1,008.82. In determining the question of right to an agent under the statute, which provides, "that when the annual business of both out-going and in-coming traffic at any station amounts to \$8,000.00 or more, such company shall keep an agent at such station during the business hours of each business day," it is customary with the Commission to double the one-way passenger business. This would make the business of the station \$9,397.52.

The excuse offered by the company in their letter of January 30th, for not furnishing an agent, is, "although the earnings exceeded \$8,000.00 for that year (referring to the year ending June 30, 1912) this was in a great measure due to the handling of the state drainage outfit and supplies for the same." And by its letter of March 14, 1913, the Commission is advised that the revenue from the state drainage outfit was \$547.87. This would leave the earnings as shown considerably over \$8,000.00 and the Commission, therefore, finds, that it is reasonably necessary that the Great Northern Railway Company should maintain an agent at Strathcona.

It is Therefore Ordered, That within thirty days after the service of this order the Great Northern Railway Company install and maintain an agent at the station of Strathcona, Roseau county, Minnesota, for the purpose of conducting the business of the company with the public, and performing such other duties as are usually performed by a station agent on the line of such road.

(Seal.)

By order of the Commission,

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., April 15, 1913.

**Depot at Mile Post 62, St. Louis County**—This matter came before the Commission on December 26th, 1912, through the medium of numerous letters and petitions from citizens of St. Louis county,

residing in the country tributary to a point on the Great Northern Railway known as Mile Post 62, situate about midway between the stations of Brookston and Paupore. The petitioners sought for the erection of a depot building and for train service at the location above referred to, also for arrangements looking to the receiving and delivering of freight.

The Commission gave notice to all interested parties that a hearing would take place on the question at Mile Post 62, in St. Louis county, Minnesota, the proposed location, on Wednesday, February 19th, 1913, at ten o'clock in the forenoon.

The Commission was represented by Hon. Ira B. Mills, chairman. The petitioners were represented at the hearing by Victor Brander, Brookston; J. W. Boland, J. Tedford, and John Stanchfield, residing in the vicinity of Mile Post 62.

After hearing the evidence the case was closed and the matter taken under advisement. The findings and order of the Commission followed on the 2d day of May, A. D. 1913, to-wit:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the settlers in the vicinity of Mile Post 62, on the line of the Great Northern Railway, in St. Louis county, Minnesota, for the establishment of a station and the stopping of trains.

A hearing in this case was had at Mile Post 62 on the 13th day of February, 1913, before Commissioner Mills.

From the evidence, the Commission finds that this is an application upon the part of the settlers at Mile Post 62, to have it compel the Great Northern Railway Company to have its passenger train No. 33, going west and No. 38 going east, stop at that point, and for the erection of a depot at Mile Post 62, in St. Louis county. In fact the application means the establishment of a regular station.

The proposed station is between Paupore and Brookston, both regular stations, the former  $3\frac{3}{4}$  miles west and the latter  $4\frac{1}{2}$  miles east of Mile Post 62. There is a spur track at this Mile Post, from which the settlers are shipping forest products, and from this spur, there was shipped last year, 440 cars, and the revenue received by the company amounted to \$2,035.00. The company has kept posted at this spur, a notice advising the public that this is a temporary spur and will be taken up when not needed for forest product shipments. It is not claimed that any one has settled near this spur with the idea that the company intended to establish a station there. The land in that vicinity has not been upon the market or subject to settlement, having been part of an Indian reservation. Within the last year or two, about 140 or 150 parties have settled on land, mostly single men, and there are probably 300 people within three or four miles of this spur, and if a station were established there, they would do what business they had with the company at that station. About 1,200 to 1,500 acres tributary to this spur are under cultivation, an average of about ten acres per settler. It is a rolling timber country, and at the present time, there are scarcely any roads except those used for logging, and they all reach this spur. There are  $5\frac{1}{2}$  miles of a county road already built, and will, when completed, be within  $2\frac{1}{2}$  miles of Mile Post 62, and will lead to Brookston

and Paupore, or near enough for the townships to establish a road connecting with it. It is the policy of the company to establish logging and lumber spurs to take out forest products without making regular stations. This practice is beneficial to the settlers and owners of timber, and many times, accommodations are extended which the company would not grant or should not be compelled to grant if they were required to establish regular stations as near as Mile Post 62 is to regular stations on each side of it. Very little business could possibly be expected from a station here, outside of that for forest products.

In the opinion of the Commission, the facts do not warrant it requiring the company to maintain a station at this Mile Post. During the erection of this road, however, it seems that the company might extend to the settlers the accommodation of stopping these two trains, and if it chooses to do so, it will not be held by the Commission that it intended to make a regular station there, and have no weight in case further application is made to establish a station.

The application for the installation of a station at Mile Post 62, is, therefore, denied.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., May 2, A. D., 1913.

**Plainview Depot Case**—Citizens of Plainview, on the Chicago & North-Western Railway, through Hon. C. D. Burchard, presented a complaint regarding inadequate depot facilities at that station, and asked the aid of the Commission toward securing such improvements as the merits of the case would warrant.

The matter was brought to the attention of the railway company on April 2, 1913, with request for an investigation and report of the company's conclusions; further requested to advise the Commission in detail as to the present facilities and to furnish a statement of the earnings from freight and passenger business for a period of twelve months up to the latest date available.

The company's reply followed with enclosure of statement of earnings as requested, also a blue print indicating existing depot facilities.

The statement of earnings showed as follows: From freight, \$91,180.00, and \$13,924.68 from passenger business. It appearing evident that a hearing on the application would be necessary, public notice was issued by the Commission that such hearing would take place at the Plainview Hotel, Plainview, Minnesota, on Thursday, July 24, 1913, in the forenoon, which came on pursuant to notice at the appointed time and place.

The Commission was represented by Commissioner C. F. Staples, the railway company appeared by H. J. Wagen, general agent, J. W. Doyle, division superintendent, and W. J. Jackson, division engineer. Several citizens also were present and gave testimony.

After the evidence had been received the hearing was closed and the matter taken under advisement.

On the 13th day of August, A. D. 1913, the findings of fact and order of the Commission were submitted, the case having been considered by the three members of the board, to-wit:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application for a new station building at Plainview, Wabasha county, a station on the line of the Chicago & North-Western Railway.

This application was heard by Commissioner Staples at Plainview on July 24, 1913. The railway company was represented by H. J. Wagen, general agent, Winona; J. W. Doyle, division superintendent, and W. J. Jackson, division engineer. The recommendations of Commissioner Staples have been considered by the Commission, and the facts are found to be as follows:

1. That the Chicago & North-Western Railway Company is a corporation duly organized under the laws of the states of Wisconsin and Illinois, and is a common carrier operating a line of railway from Winona, through the southern part of this state, with a branch line extending from Eyota sixteen miles north to Plainview, in Wabasha county.

2. That Plainview is an incorporated village with a population of eleven hundred people, and that it and the surrounding community is unusually prosperous and gives to the railway company a large volume of business, and that said village draws its trade from a radius of fifteen miles.

3. That the village is served only by the Chicago & North-Western Railway Company, and the business for the year ending March 31, 1913, was as follows:

Freight forwarded .....	\$56,855.32
Freight received .....	34,324.68
Passenger revenue in and out.....	27,849.36

**\$119,029.36**

4. The present station building is located at the end of this stub line, and is within the center of the village. It is an old remodeled building, consisting of one passenger room, 15x18, with eight-foot ceiling, an office room, a baggage room, 9x16, and a freight room, 19x63.6 feet, less the space occupied by the baggage room; that the station and tracks end at a street, and it is not practical to extend the tracks beyond; frequently the waiting room is not sufficient to accommodate the public, and it is also used to store perishable freight in the winter time to the inconvenience and discomfort of passengers.

5. The present train service consists of three mixed trains daily each way, connecting with main line trains, and there is no complaint made against this service. The plan of operating the trains is to attach the passenger coaches on to the rear end of the freight cars. This is no detriment to out-bound trains, but with incoming trains, whenever there are more than five freight cars, it is necessary to stop down in the yards and set out sufficient freight cars to permit bringing the passenger coaches up to the platform. This delay is frequent, and, though short in duration, it is annoying to passengers. The present schedule time between Plainview and Eyota is from one hour and three minutes to one hour and ten minutes. It would seem that one hour is sufficient time to move the trains between these two stations and take care of all the business at intermediate points.

6. The present station is inadequate for the accommodation of passenger traffic and care of perishable freight, and the platform is poorly lighted. The station is located at a point which is very accessible to the passengers, but patrons demand that a new station be erected one block further south, so as to avoid the delay due to switching cars on incoming trains. While this might be more convenient to incoming passengers in some cases, yet, if the company affords ample accommodations at the present site, and continues to give reasonable train service, the Commission would not be authorized to order a new station to be constructed, or the old station to be moved to a new location.

It is Therefore Ordered, That the Chicago & North-Western Railway Company be, and the same is hereby required to erect and maintain a station building at Plainview, Wabasha county, Minnesota, having separate waiting rooms for men and women, each to be not less than 15x18 feet in size, and ten feet in height, with a ticket office, baggage room, warming room for perishable freight and freight room sufficiently large to accommodate the business of this station, and that said work be finished by the first day of December, 1913. This order will be observed if the company erects a new station or remodels the present one. The plan of lighting should be materially improved, preferably by the use of electric lights.

By order of the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul Minn., August 13, A. D. 1913.

#### MEMORANDUM.

This decision is controlled by section 2028 of the Revised Statutes, which reads:

"Every such railroad company shall provide and maintain, at all villages and cities upon its lines, depots with suitable waiting rooms for passengers and rooms for storage of freight. In places of four hundred inhabitants or more, such depots shall have separate waiting rooms for men and women, of sufficient size to accommodate all passengers stopping thereat, and not less than fifteen by eighteen feet in size and ten feet in height, properly and comfortably furnished, heated, lighted and ventilated, and in such condition open for the reception of passengers for at least one-half hour before and after the arrival of each passenger train."

This statute was upheld in the Emmons case, 76 Minn. 469. There is nothing in the facts to warrant the Commission in making a finding at variance with this statute.

On November 16, 1913, following the publication of the foregoing order, a request was received from Mr. H. J. Wagen, general agent of the Chicago & North-Western Railway Company, setting forth that on account of the delay experienced in securing the vacation of certain streets and for other reasons, the season was so far advanced as to make it impracticable to undertake the work until the following spring, in view of which the Commission was requested by the company to grant a proper extension of time for beginning the work. This request having been supplemented by a letter of consent from the Plainview Commercial Club for such extension of time, the Commission on November 17, 1913, issued a supplementary order in the premises, to-wit:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application for a new station building at Plainview, Wabasha county, Minnesota, on the line of the Chicago & North-Western Railway.

This matter having been prosecuted by the Plainview Commercial Club, and having resulted in an order requiring the construction of a depot at Plainview on or before December 1, 1913, and said Commercial Club, after due consideration has, by its letter to the Commission of October 31, 1913, consented that the time to build said depot be extended until the 1st day of June, 1914, and the company having requested such extension of the Commission,

It is Therefore Ordered, That such request be and the same hereby is granted, and that the Chicago & North-Western Railway Company be allowed until June 1, 1914, in which to erect a station building required by the order of this Commission dated August 13, A. D. 1914, at Plainview, Minn.

By the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., November 17, A. D. 1913.

**Stanchfield Depot**—This matter came before the Commission in connection with a formal complaint regarding unsatisfactory train service at Stanchfield on the Great Northern Railway, said complaint having been filed by Victor E. Erickson, of Stanchfield, Minnesota, on the 18th day of February, 1913.

A formal hearing took place at Stanchfield on Wednesday, June 4, 1913, at 11:15 A. M., before Railroad Commissioner Charles E. Elmquist, the petitioners being represented by G. G. Goodwin, Esq., of Cambridge, Minnesota, and the railway company by its counsel, M. L. Countryman, Esq., of St. Paul. Numerous witnesses were examined and the matter taken under advisement by the Commission. The order of the Commission was handed down August 7, 1913, granting the demands of petitioners. Full details will be found on page 200 under the head of Stanchfield train service.

TRAIN SERVICE.

**Between St. Paul and Sandstone, also St. Paul to Willmar via St. Cloud**—Complaint was filed on June 21, 1912, by Hon. John J. Ahmann, of Richmond, Minnesota, in behalf of numerous citizens residing at stations along the lines of the Great Northern Railway between St. Cloud and Willmar, also between St. Cloud and Melrose, in which the cause for complaint was stated to be the unsatisfactory freight train service furnished by the Great Northern Railway Company along the lines above mentioned.

A copy of the complaint was forwarded to the company with the request that an investigation should be made with a view to improving the present service.

Assurance was given by the company that steps had already been taken to improve the conditions between St. Cloud and Melrose by substituting a daily freight train service for the tri-weekly service previously in operation; the company further promised to install similar service between St. Cloud and Willmar as soon as the volume of business would justify it.

A protest was forthwith filed by patrons doing business along the Willmar Branch, who insisted that the volume of business on that line was as great and even greater than on the Melrose branch. Protests with reference to unsatisfactory passenger train service on the Willmar Branch were also received and the Commission urged to adopt measures to bring about an improvement in the situation.

A satisfactory adjustment of the freight train service on the Willmar Branch was secured, instructions having been given that freight be loaded at the Twin Cities one day via St. Cloud and the other day via Willmar, to be taken up by the fast freights to the two points mentioned, thus giving the petitioners daily local freight service instead of tri-weekly, as before.

With reference to the complaint regarding unsatisfactory passenger train service between Willmar and St. Cloud, the Commission gave notice to all parties interested that a hearing would take place on the 8th day of October, 1912, at two o'clock P. M., at the Commercial Hotel, Willmar, Minnesota. The hearing took place at the time and place appointed.

Besides the Commission the following appearances were made:

Hon. J. J. Ahmann and Ferdinand Palers appeared for the petitioners.

Senator J. D. Sullivan, E. H. Wilde and M. Nicholson for the railway company.

Considerable testimony was submitted on both sides. The company filed a statement showing the passenger earnings for each station on the St. Cloud-Willmar line for a period of twelve months ending July 31, 1912.

The hearing was then closed and the case taken under advisement.

The order of the Commission in this case was published on August 13, 1913, as follows:



(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the passenger train service furnished by the Great Northern Railway Company between St. Paul and Sandstone, and St. Paul and Willmar, via St. Cloud.

An investigation as to the reasonableness of the service hereinbefore mentioned having been made by the Commission, and several hearings and conferences with the officials of the railway company having been had, it was found that the present service was as follows:

## Present Service.

No. 11—Read Down.		Read Up.	
St. Paul....Lv.	8:35 A. M.	No connections for Twin Cities.	
Minneapolis Lv.	9:10 A. M.	No. 32	
St. Cloud...Ar.	11:25 A. M.	Ar. St. Cloud.....	4:50 P. M.
St. Cloud...Lv.	11:36 A. M. No. 31	Lv. Willmar.....	2:35 P. M.
Willmar ....Ar.	1:45 P. M.	Connect with day trains from	
Connect with day trains for		Sioux City, Yankton, Fargo, etc.	
Nos. 13 and 31.		Nos. 14 and 32.	
No. 31 Down.		No. 32 Up.	
6:00 A. M.....	Sandstone .....	8:25 P. M.	
7:05 A. M.....	Mora .....	7:20 P. M.	
7:45 A. M.....	Milaca .....	6:35 P. M.	
No. 16.		No. 15.	
7:55 A. M.....	Milaca .....	6:25 P. M.	
10:50 A. M.....	Minneapolis .....	4:00 P. M.	
11:15 A. M.....	St. Paul.....	3:30 P. M.	
No. 17 Down.		No. 18 Up.	
11:10 P. M.....	Duluth .....	6:30 A. M.	
1:55 A. M.....	Sandstone .....	3:30 A. M.	
No. 31.		No. 32.	
6:00 A. M.....	Sandstone .....	8:25 P. M.	
7:45 A. M.....	Milaca .....	6:35 P. M.	
10:00 A. M.....	Milaca .....	6:15 P. M.	
11:20 A. M.....	St. Cloud.....	5:00 P. M.	
11:30 A. M.....	St. Cloud.....	4:50 P. M.	
1:45 P. M.....	Willmar .....	2:35 P. M.	

These trains stop at Mora.

It was admitted by the company, and it is found by the Commission, that such service is unreasonable, and does not furnish adequate or proper accommodations for the passengers who are patrons of the Great Northern Railway on the lines between the stations above named, and it was agreed by the railway company, which was represented by its general and assistant general passenger agents, that the following service would be reasonable service, and that such service is reasonable is found as a matter of fact by the Commission:

## Proposed Service.

No. 1—Down.		Up.	
St. Paul.....Lv.	11:15 A. M.	11:45 A. M.	
Minneapolis .....	11:45 A. M.	11:10 A. M.	
St. Cloud.....Ar.	1:42 P. M.	8:30 A. M.	
No. 31		No. 32.	
St. Cloud.....Lv.	4:50 P. M.	Ar. 8:26 A. M.	
Willmar .....	7:00 P. M.	6:00 A. M.	
Connect with night trains from		Connect with night trains from	
Sioux City, Yankton, Fargo, etc.		Sioux City, Yankton, Fargo, etc.	
Nos. 9 and 51.		Nos. 52 and 10.	

Down.		Up.
8:05 A. M.	Sandstone	8:25 P. M.
9:10 A. M.	Mora	7:20 P. M.
9:50 A. M.	Milaca	6:35 P. M.
No. 16.		No. 15.
9:55 A. M.	Milaca	6:25 P. M.
12:55 P. M.	Minneapolis	4:00 P. M.
1:25 P. M.	St. Paul	3:30 P. M.
No. 23 Down		No. 20 Up.
7:25 A. M.	Duluth	2:25 P. M.
9:40 A. M.	Sandstone	12:19 P. M.
No. 31.		No. 32.
1:30 P. M.	Sandstone	11:50 A. M.
3:30 P. M.	Milaca	10:00 A. M.
	Milaca	9:50 A. M.
4:50 P. M.	St. Cloud	8:35 A. M.
	St. Cloud	8:25 A. M.
7:00 P. M.	Willmar	6:00 A. M.

These trains stop at Mora.

The agreement of the Commission and the railway company embraces the service to Duluth, Minnesota, but as the defendant's line is interstate to Duluth, the service herein is only ordered as far as Sandstone, and the company agreed with the Commission to put such service in, but has since refused to do so.

It is Therefore Ordered, That within ten (10) days after the service of this order upon it, the Great Northern Railway Company install the service last above named, on the several lines of its road above mentioned.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., August 13, 1913.

**Stanchfield Train Service**—On or about July 1, 1912, a communication was received from residents and shippers at Stanchfield, a station on the Great Northern Railway, which embodied a complaint setting forth that for years the only passenger train service that has been granted by the company is the stopping of night trains on flag and that in no instance has a day passenger train service been furnished. Petitioners ask the good offices of the Commission in securing, if possible, the stopping of the new passenger train, No. 24, at Stanchfield on flag, on its round trip.

The matter was taken up with the railway company for investigation and reply. The company set forth that Stanchfield is but 2.5 miles from Grandy and 3.4 miles from Braham, at which points good train service is furnished; that considering the fact of short distances to the other stations referred to, where first class service is furnished, the company's through fast trains should not be required to stop at Stanchfield; that this station is a regular prepaid station, where local freight trains stop, load and unload freight, and that it enjoys all the features and facilities under the general plan provided for all star stations.

A copy of the communication was forwarded to complainants, resulting in a request that the Commission visit Stanchfield and view the situation, which was taken under consideration. On request the company filed a statement of the freight earnings "in" and "out" and the "outgoing" passenger business at this station for a period of twelve months for the year ending April 30, 1912, which indicated as follows: Total freight forwarded, \$7,862.19; freight received, \$1,160.89; passenger business, \$277.37; a total of \$9,300.45.

On February 18, 1913, a formal complaint was filed with the Commission by Victor E. Erickson, of Stanchfield, Minnesota, copy of which follows herewith:

A copy of the complaint was served on the Great Northern Railway Company with an order to satisfy same or file answer with the Commission thereto within twenty (20) days after the service thereof, and mail a copy of said answer to complainant's attorney, Godfrey C. Goodwin, Esq., at Cambridge, Minnesota.

Answers having been duly filed and a hearing being deemed necessary, notice was served upon all parties interested that such hearing would take place at the village of Stanchfield, Minnesota, at 11:15 A. M., on Wednesday, June 4, 1913.

The hearing came on at the appointed time before Commissioner C. E. Elmquist. G. G. Goodwin, Esq., of Cambridge, Minnesota, appeared as attorney for petitioners and M. L. Countryman, Esq., of St. Paul, as attorney for the railway company.

The following named persons appeared at witnesses:

P. M. Peterson and C. B. Conger, merchants; Herman C. Isaacson, rural route agent; H. E. Peterson, miller, and Victor E. Erickson, for the complainant.

Mr. B. Lantry, division superintendent, Superior, Wisconsin, as witness for the railroad company.

After the evidence had been received the hearing was closed and the matter taken under advisement. On the 7th day of August, 1913, the Commission having considered the facts and evidence rendered its order as follows:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application for a station agent and train service at Stanchfield, Isanti county, Minnesota, being a station on the line of the Great Northern Railway Company.

This application was duly heard by the Commission at Stanchfield, on the fourth day of June, 1913. The petitioners ask the railway company to

stop passenger trains 20 and 23, to erect and maintain a station building and to install an agent. Considerable testimony was taken by the Commission and careful examination was made of the surrounding territory and the roads leading into said station.

This is not an easy case to decide, when considered in the light of the policy expressed by our own supreme court in *State vs. Minneapolis & St. Louis Railroad Company*, 76 Minnesota, page 479, where it is said:

"We are firm believers in the existence as well as the exercise of the police power on the part of the state over common carriers, but this power must be exercised reasonably. Every attempt to exercise it unreasonably only injures public interests by bringing the police power of the state into disrepute. The undue multiplication of railway stations does not increase the traffic, either passenger or freight. It simply divides the existing traffic among more places. It unnecessarily increases the expense of doing business (which comes out of the railroad company in the first instance, but at last usually out of the public), diminishes the quality of the service of the road to the public by the unnecessary frequency of the stops of trains, and increases to some extent the hazards of railroad traffic and travel. As already suggested, in determining whether a station should be provided and maintained at a particular place, the interests, not merely of that immediate locality, but also of the railroad company and especially of the public at large, must be taken into consideration."

Also in connection with the decision of this Commission made August 18, 1909, involving practically the same application.

Stanchfield is located two and one-half miles from Grandy and three and four-tenths miles from Braham, both of which places are regular agency stations on the line of the Great Northern Railway Company. In 1900 a spur track about 350 feet long was built for the purpose of taking out some wood, and at that time the only building there was a church. Since the spur was put in a number of industries have been established and the community has had a steady and certain growth, so that at the present time there is one general store, one starch factory, one flour mill, one hardware store, one confectionery store, one dealer in farm implements, and five potato warehouses. There is a postoffice and two rural deliveries which distribute mail from this point. The railway company has never recognized Stanchfield as a regular station, but it permits its night passenger trains to stop on flag and handles all kinds of freight on its local freight trains.

In 1909 the Commission, by an order, refused to give this station a station agent, a station building, or to stop daily passenger trains Nos. 19 and 20, but ordered the company to extend its spur track 350 feet in order to accommodate potato shippers and permit the erection of additional potato warehouses. This case was decided upon the facts then presented. The files show that the earnings at that station for the year beginning December, 1907, and ending November, 1908, amounted to \$3,886.87, made up as follows:

Freight forwarded .....	\$2,830.57
Freight received .....	621.82
Passenger revenue out .....	217.24
Passenger revenue in as required by law.....	217.24
	<hr/>
	\$3,886.87

At the last hearing the company presented figures showing the earnings for the past four years:

For 1909.	
Freight forwarded .....	\$2,565.34
Freight received .....	858.78
Passenger revenue out .....	226.77
Passenger revenue in .....	226.77
	<hr/>
	\$3,877.66

**For 1910.**

Freight forwarded .....	\$3,239.03
Freight received .....	623.23
Passenger revenue out .....	269.89
Passenger revenue in.....	269.89
	<hr/>
	\$4,402.04

**For 1911.**

Freight forwarded .....	\$7,770.64
Freight received .....	1,222.51
Passenger revenue out .....	251.96
Passenger revenue in.....	251.96
	<hr/>
	\$9,497.07

**For 1912.**

Freight forwarded .....	\$6,044.72
Freight received .....	1,495.28
Passenger revenue out .....	230.56
Passenger revenue in .....	230.56
	<hr/>
	\$8,001.12

This statement shows that the freight business in and out has more than doubled, while the passenger business has remained stationary. The statement of the passenger business does not correctly reflect the situation there, because the people at Stanchfield and tributary thereto go to Braham or Grandy to take the day trains. It also clearly appears from the testimony that the country west of Stanchfield is well settled and that as the roads are now laid out a large majority of the people are near by at least two miles to Stanchfield than they are to Braham or Grandy, and also that Stanchfield is the natural shipping point for the interior stores at Dalbo, Maple Ridge and Elm Park, rather than Ogilvie, a more distant point located on the Princeton line of the Great Northern Railway. Dairying is becoming a growing industry, but as no day trains stop at the station no milk or cream is shipped therefrom.

Trains Nos. 20 and 23 are local day trains and stop at regular stations between Hinckley and St. Paul. The company has built a sixty-foot raised platform at this stopping place.

From a careful review of the facts as now presented, the Commission is of the opinion that the railway company is not giving adequate freight or passenger service at Stanchfield and that it is reasonable and necessary that the said company stop day passenger trains Nos. 20 and 23 on flag, and that a station building be erected with a waiting room not less than 15x18 feet and a convenient operating and freight room, and that the same be kept heated and lighted at least one-half hour before and after the arrival and departure of trains, and that the company require freight to be placed in the freight room.

This conclusion is prompted by the thought that it is not in the province of the Commission or the railway company to prevent the growth of any community. In giving freight and passenger service at this point the railway company has encouraged the settlement of the community, growth of the industries, and is itself responsible for the persistent demand for improved public service. The Commission must recognize conditions as they are.

It is Therefore Ordered, That the Great Northern Railway Company be, and the same is, hereby required to stop on flag signal daily passenger trains Nos. 20 and 23 within thirty days from the date of the issuance of this order, and to erect and maintain, within sixty days, a station building with a waiting room not less than 15x18 feet in size, with a convenient operating and freight room, and suitable platform and that the same be kept heated and lighted at least one-half hour before and after the

arrival and departure of trains, and that said company do place freight within said building. The application for station agent is denied.

By order of the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., August 7, A. D. 1913.

Notice of appeal from the foregoing order to the district court in and for Isanti county, Minnesota, was filed by the Great Northern Railway Company on August 25, 1913. Due returns were made to the above named court on September 4, 1913, by mailing a certified copy of the findings of fact and the order of the Commission, in accordance with law.

**Hibbing-Virginia Train Service**—On April 12, 1913, a number of vigorous protests by telegraph and otherwise were received by the Commission from the Commercial Club and public officials of Hibbing, Chisholm, Buhl and Virginia, in opposition to a discontinuance of the passenger train service of the Great Northern Railway between Hibbing and Virginia, and points between, which it was alleged was in contemplation by the company.

Parties were notified that a conference would take place on the matter at the office of the Commission on April 14, when interested parties would be heard; the conference came on as appointed. There were present Mr. E. H. Wilde, assistant general passenger agent, and Mr. M. L. Countryman, attorney for the Great Northern Railway Company, and Mr. Wm. J. Doyle, mayor of Buhl, in behalf of protestants. It developed at the hearing that Superintendent Ennis, of the Great Northern Railway Company, at Superior, Wisconsin, had agreed to make some recommendations to the management which if adopted would be satisfactory to all parties interested.

In the meantime it was arranged that the conference between the company and the people interested should take place at Buhl, the mayor of Buhl to make the necessary arrangements. The meeting took place at Buhl on Friday, April 18th, at which representatives of Hibbing, Chisholm and Buhl were present, also Division Superintendent Ennis of the Great Northern Railway Company. Virginia sent no representatives to the meeting, although notice had been given them.

After more or less discussion an agreement was reached whereby the train running between Virginia and Grand Rapids be continued in service on practically the old schedule and that the train

between Duluth and Virginia should be discontinued between Hibbing and Virginia, pursuant to which this service was put into effect on Sunday, May 4, 1913.

A communication was received from A. E. Beckford, city clerk, of Virginia, criticising the Commission for failing to notify parties interested there that such an arrangement was to be made, and entered a protest against it as a direct injury to the city of Virginia, and requested that further hearing be granted.

In order to satisfy the petitioners a conference was ordered to take place at the Fay Hotel, Virginia, on Friday, June 10th, at eleven o'clock in the forenoon, all interested being notified. The hearing came on at the appointed time before Commissioners Mills and Staples. Appearances were as follows:

For Virginia, Hon. M. J. Murphy, mayor, and Daniel J. Morgan, Esq., its attorney.

For Chisholm, Hon. J. H. McNevin.

For Buhl, Hon. W. J. Doyle, mayor, and Thad S. Bean, its attorney.

For the Great Northern Railway, Mr. S. Ennis, division superintendent, and Baldwin & Baldwin, its attorneys.

After the evidence, oral and documentary, had been received, the hearing was closed and the case taken under advisement.

The order of the Commission was published August 1, 1913, in which the application of petitioners was denied, to-wit:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

City of Virginia,

Complainant,

vs.

Great Northern Railway Company,

Respondent.

This is an application by the city of Virginia to require the Great Northern Railway Company, hereinafter called the company, to reinstate its former train service.

A hearing was had on June 10, 1913, at the City Hall in Virginia, before Commissioners Mills and Staples. The city appeared by its mayor, Hon. M. J. Murphy, and its attorney, Daniel J. Morgan, Esq., Hon. I. H. McNevin appeared for the city of Chisholm. The village of Buhl appeared by its mayor, Hon. W. J. Doyle, and Thad S. Bean, its attorney. The company appeared by Baldwin & Baldwin, its attorneys, and Mr. S. Ennis, its division superintendent.

Since the year 1904, until May 9, 1913, the passenger service furnished by the company was as follows: Train No. 116 leaving Hibbing at 8:30 A. M., arriving at Virginia at 10:10 A. M. No. 114 leaving Hibbing at 6:30 P. M., arriving at Virginia at 8:00 P. M. No. 113 leaving Virginia at 7:00 A. M., arriving at Hibbing at 8:35 A. M. No. 115 leaving Virginia at 5:00 P. M., arriving at Hibbing at 6:35 P. M. All these trains made connections with the main line trains of the company and also furnished service

to Duluth. In January last, an electric line was put in operation connecting all the range towns, and there is now hourly service between Virginia and Hibbing and intermediate stations. On May 4th, the company discontinued trains No. 113 and No. 114. Prior to the discontinuing of this service, there was a conference held at Buhl, in which some of the range towns and the company participated, and the Commission understood that it was agreed that the discontinuance of No. 113 and No. 114 was agreed to. It seems, however, that Virginia was not represented at the conference and some of the others claim that they did not fully understand their rights in the premises, and the question as to the reasonableness of the service is up to the Commission to determine.

The trains were only discontinued between Hibbing and Virginia and intermediate towns. The service from Hibbing to Duluth and other stations on the company's lines was not interfered with. It was admitted at the hearing that the passenger service between Duluth and the complaining towns is inadequate, leaving only the question, "Is the company furnishing reasonable service to stations on its main line?" One of the important facts in determining this question, is the amount of passenger business at the present time. There is some business from Virginia and Buhl to and from stations on the Crookston line and further west, but so far as passengers are concerned, they can be accommodated by taking the electric line to Hibbing, and if any considerable business should develop, some arrangements could probably be made with the electric line to sell through tickets and check baggage, but no showing was made at the hearing as would warrant the Commission in trying to secure such service at the present time. There was evidence of a delay in the mail, but not of such serious nature as would justify the Commission requiring continuation of the train service. The electric road has greatly reduced the passenger business of the company, as shown by the following statement furnished by it:

Station.	March, 1912.		March, 1913.	
	No. Pas- sengers.	Receipts.	No. Pas- sengers.	Receipts.
Hibbing .....	283	\$209.42	38	\$28.12
Chisholm .....	501	255.51	65	33.15
Buhl .....	260	98.00	33	11.55
Lucknow .....	268	83.08	7	2.17
Ellis .....	46	9.66	7	1.47
Kinross .....	20	4.00	1	.20
Iroquois .....	693	76.23	84	9.24
	2,091	\$735.90	235	\$85.90

Station.	April, 1912.		April, 1913.	
	No. Pas- sengers.	Receipts.	No. Pas- sengers.	Receipts.
Hibbing .....	412	\$298.22	24	\$17.76
Chisholm .....	542	276.42	47	23.97
Buhl .....	441	119.35	30	10.50
Lucknow .....	351	108.81	8	2.44
Ellis .....	17	3.57	17	3.57
Kinross .....	48	9.60	..	.....
Iroquois .....	799	87.78	55	6.05
	2,610	\$903.75	181	\$64.29



Station.	May, 1912.		May, 1913.	
	No. Pas- sengers.	Receipts.	No. Pas- sengers.	Receipts.
Hibbing .....	339	\$250.86	21	\$15.54
Chisholm .....	497	253.47	29	14.79
Buhl .....	281	98.35	11	3.85
Lucknow .....	346	107.26	2	.62
Ellis .....	12	2.52	7	1.47
Kinross .....	50	10.00	..	.....
Iroquois .....	608	66.88	4	.44
	2,133	\$789.34	74	\$36.71

During the months of March and April, 1913, both passenger trains were operated to Virginia, and served all the above named stations. The statement shows that they carried 416 passengers and earned \$150.19. In the same months in 1912, the same trains carried 4,701 passengers and earned \$1,639.65. It also appears that passengers from beyond Hibbing, bound for Virginia, and intermediate stations, leave the Great Northern train at Hibbing and take the electric road.

At this season of the year, the company is engaged in carrying a large ore tonnage, and is taxed to its full capacity to provide for this transportation, and the discontinuance of trains No. 113 and No. 114 greatly facilitated the handling of this business.

Considering all of the facts, the Commission is of the opinion that it would not be reasonable to require the respondent to reinstate trains No. 113 and No. 114.

The application is, therefore, dismissed.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., this 1st day of August, 1913.

**Train Service at Stewartville, Racine and Other Towns on the Chicago Great Western Railroad**—Complaint in this case was received on April 15, 1913, in the form of petitions, numerously signed by business men of the following named cities and villages on the Chicago Great Western Railroad, to-wit: Stewartville, Racine, Ostrander, Le Roy, Spring Valley and Simpson, in Minnesota, in which it was represented that the passenger service at present in vogue at the various stations named is inadequate and unsatisfactory and fails to meet the needs of the company's patrons; the Commission is therefore requested to use its good offices in behalf of petitioners with a view of securing a reinstatement of the passenger service which was in vogue prior to February 1, 1914.

A copy of the complaint was served on the company with an order to satisfy same or file answer in writing with the Commission within twenty (20) days.

The answer of the railroad company was filed on the 5th day of May, A. D. 1913, in which it was alleged that the change in service complained of consisted of taking off one train each way between Rochester, Minnesota, and Osage, Iowa, on Sundays; it was

further alleged that the earnings on the trains so discontinued were so small and the accommodations furnished so slight that it was profitable to neither the respondent or the public to continue said service; further, that the present service as now furnished on said line is ample and sufficient for all purposes, wherefore a dismissal of the complaint is asked for.

A hearing was thereupon ordered by the Commission to take place on May 23, 1913, at 1:30 P. M., at the Cook House, Rochester, Minnesota.

On May 14, previous to the date set for the hearing, advice was received from A. G. Briggs, Esq., attorney for the Chicago Great Western Railroad Company, that a change in the time table had been made, which fully meets all the requirements of the people south of Rochester and the company is advised by the people in that territory that the service is entirely satisfactory. This is confirmed by a letter of Hon. Tobias Hogensen, of Stewartville, a representative in the legislature, who thanks the Commission for their aid in the premises.

Disposition of the matter was made by the Commission on May 16, 1913, by the issuance of the findings of fact in the premises as hereinafter set forth:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

Citizens of Stewartville, Racine, Ostrander, Le Roy, Spring Valley and  
Simpson, Minn.,

Complainants,

vs.

Chicago Great Western Railroad Company,

Respondent.

**Complaint as to Passenger Train Service.**

Petitions from the towns above named, each with many signers, ask for the reinstatement of the passenger service in vogue prior to February 1, 1913.

Hearing was set to be held at Rochester May 23, 1913, at 1:30 P. M. Letter from Mr. A. G. Briggs, attorney for the respondent railroad company, dated May 14, 1913, advises the Commission that effective May 11, 1913, the following changes were made in the train service:

"Trains Nos. 41 and 42 are to be run daily instead of daily except Sunday, on practically the same schedule as heretofore. This train will carry a Chicago sleeper between McIntire and Rochester. Mr. Carson advises me that the people of Rochester and other towns between there and Le Roy, have wanted sleeping car service connecting with Chicago for a long time, and in view of the objections to the past service, the company has concluded to put on the sleeping car service and try it out. In order to accommodate the sleeping car, it will be necessary for train No. 41 to leave Rochester at 9:00 P. M. instead of 8:25, making connections with train No. 42 at McIntire. Train No. 42 will leave McIntire at 6:30 instead of 6:35 A. M.

"The motor car train, 543, will leave McIntire at 9:50 A. M. same as heretofore and by running faster will arrive at Rochester at 11:50 instead of 12:20 P. M. In order to get through service between Rochester and Osage, the motor car will leave Rochester at 1:10 P. M. on arrival of train 44 from the north, and reach McIntire at 3:20 P. M., connecting with train No. 7 for the north and with train No. 414 at 3:40 P. M. for Osage."

The Commission is also in receipt of letter dated May 13, 1913, from Hon. Tobias Hogansen, representing the petitioners, stating that the new service installed May 11, 1913, is entirely satisfactory to the petitioners, and asking to have the petition dismissed.

The request is granted and petition is hereby dismissed.

By the Commission.

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., May 16, A. D. 1913.

**Train Service on "Soo Line," Withrow to Otisville**—Citizens and residents of Washington county, Minnesota, residing in the vicinity of the towns of Withrow, Marine, Copas and Otisville, on the line of the Minneapolis, St. Paul and Sault Ste. Marie Railway Company, and being patrons and users of the trains operated over said line, filed on May 13, 1913, a complaint and petition representing that the passenger train service between said stations and St. Paul and Minneapolis is, and for a long time last past, has been very unsatisfactory, resulting in loss of time and serious inconvenience to said petitioners.

That frequent complaints thereof have been made to the officials of said road, but notwithstanding repeated promises of adequate relief, none has been granted and as a result the cars have become so overcrowded and delays so frequent and serious as to amount to a gross disregard of the rights of the public. Petitioners therefore request that an investigation of the facts be made and an order of the Commission be issued requiring that prompt and adequate relief be furnished. The petition further sets forth in extended detail the numerous causes for grievance upon which said petition is based.

A copy of the complaint was served on the defendant on May 13, 1913, with an order to satisfy same and grant the relief demanded therein within twenty (20) days after the service of the order, or to show cause by answer why such relief should not be granted, and file said answer with the Commission at its office in the State Capitol, St. Paul, Minnesota, and mail a copy of same to complainant's attorney, Mr. F. G. Ingersoll, New York Life Building, St. Paul, Minnesota.

Answer was duly filed by the defendant company on June 2, 1913, entering general denial to the essential allegations contained in the complaint.

The Commission thereupon gave notice that a hearing in the premises would take place at its office in St. Paul, Minnesota, on Thursday, June 19, 1913, at ten o'clock in the forenoon.

The hearing came on pursuant to notice. Besides the three members of the Commission, the following persons were present:

S. Magnuson and G. Bymark, of Marine, and F. G. Ingersoll, St. Paul, attorney for complainants.

Appearances for the railway company were as follows:

A. H. Lossow, commerce counsel.

W. C. Ranous, superintendent of transportation.

Kenneth Taylor, counsel.

W. H. Corbett, train dispatcher.

E. B. Newhouse, general accountant.

A large amount of testimony was taken and a number of exhibits filed by both sides, after which the hearing was closed and matter taken under advisement.

The findings and order of the Commission were published August 14, 1913, as herinafter shown, to-wit:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

Citizens of Withrow, Marine, Copas, Otisville, Minnesota,  
Complainants,

vs.

Minneapolis, St. Paul & Sault Ste. Marie Railway Company,  
Respondent.

The complaint in this action as to unreasonable passenger train service between Minneapolis and St. Paul and the stations of Withrow, Marine and Copas, Minnesota, on the line of the respondent's railway, having come on to be heard by this Commission at its office in St. Paul, Minnesota, on June 19, 1913, pursuant to due notice, Frederick G. Ingersoll, Esq., appearing for the complainants, and Kenneth Taylor, Esq., and A. H. Lossow, appearing for the respondent; now after due consideration and hearing of the evidence submitted by both parties, and of the briefs and memoranda filed by both herein and full and careful investigation, this Commission finds:

First: That the respondent operates trains Nos. 60, 61, 84 and 85 to and from the stations above named, and under the plan and in the manner hereinafter set forth. Trains Nos. 60 and 61 are operated to and from the local station of the respondent at Fifth Avenue North and Washington Avenue, Minneapolis, to Danbury, Wisconsin, direct over the line of the respondent's railway via Bulwer Junction and Cardigan Junction with transfers at the latter point for St. Paul passengers and business to and from trains 84 and 85, which latter trains operate to and from the same station, Minneapolis to Pembina, Wisconsin, running from Minneapolis via Bulwer Junction to Cardigan Junction and Soo Line Junction over the tracks of the respondent's railway, thence over Northern Pacific and Union Depot

trackage to the Union Depot at St. Paul, and back again by the same route to Cardigan Junction. The distance from the depot in Minneapolis to Cardigan Junction is 13.7 miles, from Cardigan Junction to Soo Line Junction, 5.6 miles, and from the latter point to the St. Paul depot, 2.8 miles, making the distance from Cardigan Junction to St. Paul a little over 8 miles. The respondent also operates between Minneapolis and St. Paul, via the route above described. Trains Nos. 111 and 112, running to and from Thief River Falls. The local business to and from Bulwer Junction is insignificant in amount, and is adequately cared for by trains Nos. 111 and 112.

Second: The evening train service from Minneapolis and St. Paul to the stations above named, and the plan of operation is as follows: Train No. 60 from Minneapolis via Bulwer Junction to Cardigan Junction and points beyond. At Cardigan this train is held for transfer to it of the business from St. Paul, after which it continues on to destination. The connecting link from St. Paul is furnished by the use of train No. 85, which is a day train leaving Pembine, Wisconsin, early in the morning, and running thence via Cardigan direct into St. Paul depot, where its business for St. Paul is discharged, the engine disconnected, run out into the yards and turned about and attached to the rear end of the train, whereupon it then proceeds to Cardigan, at which point, instead of running directly to the station, it stops at the south end of the "Y" for the switch to be opened and closed, runs thence on the "Y" toward Minneapolis to the intersection of the main tracks, where it stops for the switch to be opened and closed, and then backs down to Cardigan station, when passengers, mail, baggage and express are then taken off and transferred to No. 60. Ordinarily, from eighteen to twenty-five minutes is consumed and lost to passengers from St. Paul between the time of the arrival of the train at the south end of the "Y" at Cardigan and the time of its departure from that station, and it very frequently happens that even more than this amount of time is required. The evidence shows that more than 65 per cent of the passengers carried on train No. 60 from Cardigan Junction move from St. Paul, and that the remainder, only, move from Minneapolis, and that while the passengers from both cities suffer a serious delay, the delay to the St. Paul passengers is longer than to the Minneapolis passengers, and that the greatest delay is imposed upon the majority. This transfer at Cardigan Junction involves serious loss of time and subjects passengers to unnecessary hardships and inconveniences, and the plan of conducting the business is faulty and the service afforded is not proper or reasonable service.

Third: Passengers on train No. 85 from the stations above named, and beyond, destined for Minneapolis, are, under the above plan of operation, subjected to a delay of not less than one hour and fifteen minutes in being carried from Cardigan Junction into the St. Paul depot, and out again, and thence to Minneapolis. This is an absolute waste of time to every passenger on the train, and under it everyone is subjected to serious delay, annoyance and unnecessary hardship, which cannot be permitted to continue, and we find that this service is not reasonable, proper or satisfactory and that the same constitutes an unwarranted and unnecessary imposition upon the traveling public.

Fourth: That the respondent operates trains Nos. 61 and 84 to and from the points named, via Cardigan Junction, in the following manner: Train No. 61 is the morning train from Danbury, Wisconsin, and upon reaching Cardigan Junction, transfers to train No. 84, all passengers, mail, baggage and express bound for St. Paul. No. 61 thereupon runs direct to Minneapolis by way of Bulwer Junction over tracks of respondent's railway, and No. 84 to St. Paul, as far as Soo Line Junction over the tracks of the respondent's railway, and thence over tracks of the Northern Pacific and Union Depot Company into St. Paul Union Depot. This Commission finds as a fact that more than 65 per cent of the passengers and business carried on train No. 61 is destined for St. Paul, and the remainder only for Minneapolis. That this transfer at Cardigan Junction necessarily consumes considerable time and constitutes an unwarranted and unreasonable delay to the majority of passengers and business on that train. That the plan

of operation is antiquated and inefficient and results in unnecessary loss of time and inconvenience, and is not adequate, reasonable or satisfactory service and must not be continued.

Fifth: The morning train service from Minneapolis and St. Paul to the stations above named, and the plan of operation is as follows: Train No. 84 from Minneapolis via Bulwer Junction to Cardigan Junction, thence into St. Paul at which point the business from St. Paul is taken on, the engine detached, run out into the yards and turned about and attached to the opposite end of the train, whereupon the train then proceeds back to Cardigan Junction and the stations above named and beyond. Approaching Cardigan Junction, the train runs down on the "Y" towards St. Paul and then backs up to the station at that point and receives from No. 61 its passengers and business for St. Paul, and then proceeds to the St. Paul depot over its own, Northern Pacific and Union Depot tracks; arriving there, the business from No. 61 for St. Paul is discharged and the business for No. 84 for stations above named and points east is taken on, the engine is detached from the train, run out into the yards and turned about and attached to the opposite end, whereupon the train then proceeds over the same line of tracks back to Cardigan Junction and thence east to destination. More than 65 per cent of the passengers on this train for the stations above named, and beyond, embark thereon at St. Paul, and but a small proportion are carried from Minneapolis. The passengers from Minneapolis are subject to the unnecessary delay and time consumed in the ride from Cardigan Junction to St. Paul depot and back again and to the delay incident to the transfer from No. 61 above set forth, and the passengers on 61 to the delay at Cardigan for the transfer of the mail, baggage and express from 61. This plan of operation is unfair and unreasonable and is not a reasonable, proper or satisfactory service and cannot be permitted to continue. Passengers going out from St. Paul on No. 84 do not suffer any unreasonable delay, but passengers from Minneapolis are subject to serious delay, inconvenience and annoyance.

Sixth: Under the above plan of operation, the time of departure from St. Paul of train No. 84 in the morning, is controlled and affected by any tardiness in arrival or failure of train No. 61 running west from Danbury, Wisconsin, in the morning, to make prompt connections with 84 at Cardigan Junction. Also under the above plan the departure of train No. 60 from Cardigan Junction in the evening and the departure of the passengers and business for that train from St. Paul is controlled and affected by the ability of train No. 85 to make its all-day run from Pembine, Wisconsin, to St. Paul on schedule time. If No. 85 is late, passengers must wait in the St. Paul depot for it, in order to get out to Cardigan Junction to connect with No. 60, and Minneapolis passengers on No. 60 must also wait for the same reason. The testimony shows and this Commission finds as a fact that train No. 85 is more often late than on time and that its variance from schedule is frequently one hour or more. That it is the practice of the respondent when No. 85 is two hours or more late, to then run train No. 60 direct into St. Paul to take up the St. Paul passengers and business bound for the stations above named and points beyond. That even when this is done with the utmost expedition, St. Paul passengers bound for No. 60 are necessarily delayed and kept waiting in the St. Paul depot one hour or more. The distance from Pembine, Wisconsin, to St. Paul is 281.4 miles; No. 85 leaves Pembine at 6:50 A. M., and under the present schedule is due to arrive at Cardigan Junction at 4:50 P. M. The chances for delay and uncertainties of railway travel to a train running so great a distance, and making the connections and frequent stops that this train makes, are under the most favorable circumstances, and with the exercise of great care, too many to justify any assurance by the respondent of certainty in the operation of this train and its connecting link, train No. 60.

Seventh: This respondent has in force and effect an agreement between itself and the Chicago, Milwaukee & St. Paul Railway Company, whereby it has the right, upon terms in said agreement stated, to operate its trains over the Short Line of the last mentioned railway between St.

Paul and Minneapolis, and the use and facilities of the depot and trackage in the so-called Milwaukee depot in Minneapolis.

Eighth: In addition to the trains hereinabove enumerated, respondent also operates over said line of railway trains Nos. 62 and 64, and 63 and 65 to and from Superior and Duluth, but that none of those trains stop at any of the stations above named. That trains 64 and 65 stop at all other stations on its line to Duluth, except at the stations above named. That respondent also operates over said line of railway two other trains to and from Sault Ste. Marie and beyond, known as Nos. 8 and 7, but that neither of these trains stop at any of the stations above named. That all of these trains which do not stop at these stations are operated by said respondent between St. Paul and Minneapolis over the line of said Chicago, Milwaukee & St. Paul Railway.

Ninth: This Commission further finds that the present time of departure of train No. 60 from Minneapolis and St. Paul is not best suited to the convenience of the traveling public, and that said train should be scheduled to leave these stations at least thirty minutes earlier than at present. That this train consumes one hour and nineteen minutes in making the run between St. Paul and Marine, a distance of a little less than thirty miles, and that one hour is sufficient elapsed time for the operation of this train between St. Paul and Marine, and respondent is hereby directed to shorten the schedule and time of trains Nos. 60 and 61, and 84 and 85, between these two stations accordingly, with corresponding changes to other stations. That thereby the convenience of the traveling public will be greatly accommodated and unnecessary delay and inconvenience avoided. That train No. 84 under its present schedule between St. Paul and Marine, consumes one hour and five minutes and that said train is frequently operated between said stations in less than sixty minutes, and there is no good reason why any of the other trains above mentioned should consume any greater amount of time.

It is Therefore Ordered, Adjudged and Decreed:

First: That the respondent be and it is hereby directed to discontinue the present plan of operating trains Nos. 60, 61, 84 and 85 from and to Minneapolis and St. Paul, and the stations above named; that the transfer at Cardigan Junction from No. 61 to No. 84 of passengers from the stations hereinabove named, destined for St. Paul transported on No. 61 be discontinued and that said trains 61 and 84 be operated independently of each other. That the transfer at Cardigan Junction from No. 85 to 60 of passengers from St. Paul destined for the stations hereinabove named to be transported on No. 60, be discontinued and that said trains 85 and 60 be operated independently of each other.

Second: That train No. 61 be run from Cardigan Junction directly into St. Paul Union Depot and thence from St. Paul to Minneapolis, and that the time of said train be shortened to correspond therewith. That from St. Paul to Minneapolis, said train be operated over the tracks of the Chicago, Milwaukee & St. Paul Railway Company's Short Line, so-called, under the present traffic agreement between said respondent and said Milwaukee Railway Company; that train No. 60 be run directly from St. Paul Union Depot to Cardigan Junction and the stations hereinabove named, and from Minneapolis to St. Paul, over the said Short Line tracks under the terms of the said traffic agreement.

Third: That for the present and until the further order of this Commission, the respondent be permitted to continue to operate trains Nos. 84 and 85 between Minneapolis and the stations hereinabove named as at present operated via Cardigan Junction, St. Paul and return to Cardigan Junction. That the time of said trains between St. Paul and the stations hereinabove named be shortened to correspond therewith.

Fourth: That the changes herein directed to be made, be made at the earliest practicable date, not later than ten (10) days after the service of this order upon said respondent, unless upon leave granted by this Commission, for good cause shown, said time be further extended.

Fifth: That the time of departure of train No. 60 from St. Paul be changed to leave at least thirty minutes earlier than the schedule in force at present.

By the Commission,  
A. C. CLAUSEN,  
Secretary.

(Seal.)

Dated at St. Paul, Minn., August 14, A. D. 1913.

An application for an extension of time for a period of thirty days, for compliance with the order, was made by the railway company, which was granted for reasons set forth in a supplementary order issued August 25, A. D. 1913, as follows:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

Citizens of Withrow, Marine, Copas, Otisville, Minnesota,  
Complainants,

vs.

Minneapolis, St. Paul & Sault Ste. Marie Railway Company,  
Respondent.

It is claimed by the respondent, that to comply with the Commission's order of August 14, 1913, will require a radical change in the running of certain trains of the respondent, and involves the making of arrangements with the Chicago, Milwaukee & St. Paul Railway Company, the Minneapolis & St. Louis Railroad Company, the Union Depot Company and the Northern Pacific Railway Company, which companies are not parties to this proceeding, and that all of said companies may be more or less affected in the time and manner of operating their respective trains, the use of depots and terminal facilities, and that more time is required to see if such arrangements can be made.

It is Therefore Ordered, That the respondent be allowed until September 15, 1913, in which to comply with the order of this Commission, dated August 14, 1913.

By the Commission,  
A. C. CLAUSEN,  
Secretary.

(Seal.)

Dated at St. Paul, Minn., August 25, A. D. 1913.

Pursuant to request of representatives respectively of complainants and respondent a conference was had on September 10, 1913, at two o'clock P. M., at the office of the Commission, the following persons participating therein:

Commissioners Mills, Staples and Elmquist; F. G. Ingersoll, Esq., attorney for complainants; for the railway company, E. F. Potter, assistant general manager; W. C. Ranous, superintendent of transportation; K. Taylor, attorney, and A. H. Lossow, commerce counsel.

The purpose of the conference was to endeavor to arrive at such an adjustment of the complaint as would make it possible for the company to comply with the order of the Commission, it being claimed that under the present conditions the trackage arrangements of the company's line would not permit of such compliance.



A plan for a solution was submitted by Mr. Ingersoll for consideration of the railway company as to its feasibility and an extension of time was granted by the Commission for this purpose.

Later a stipulation was entered into by the attorneys for the complainants and respondent whereby the train service between St. Paul and the stations of Withrow, Marine, etc., was modified as hereinafter shown:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

Citizens of Withrow, Marine, Copas, Otisville, Minnesota,  
Complainants,

vs.

Minneapolis, St. Paul & St. Louis Railway Company,  
Respondent.

It is hereby stipulated and agreed by and between the parties to this action that the order, judgment and decree made and entered herein on the 14th day of August, 1913, be and the same is, by and with the consent of the Railroad and Warehouse Commission of the state of Minnesota, modified and changed to read as follows:

First: That the respondent be and it is hereby directed to operate train No. 60 out of Minneapolis from the depot of the respondent at Fifth Avenue North, thence over the Northern Pacific, Minneapolis & St. Louis and Short Line tracks to the Union Depot at St. Paul; thence over the tracks of the Northern Pacific and respondent's railroad via Soo Line Junction, Cardigan Junction to Withrow, Marine and points beyond. That the time of departure of said train from the depot in Minneapolis be fixed for not earlier than 4:05 P. M. The time of departure from St. Paul for not later than 5:00 P. M. That this change of plan of operation and schedule of train No. 60 be made effective from the first Sunday in April, 1914, and be continued in force until the first Sunday in November, 1914, and that during the other months of the year train No. 60 be operated, if the respondent so desires, under the plan and schedule in force and effect at the date of the hearing herein. That the plan and schedule above set forth of operating train No. 60 throughout the year be continued each succeeding year, subject to such further betterment and improvement therein as said respondent may desire to make, but subject at all times to the further order and direction of the Commission after due notice and hearing, with leave to either party to this action to apply for relief as circumstances may require.

Second: That the plan of operating trains Nos. 61, 84 and 85 in force and effect at the date of this hearing may be continued for the present, subject to such improvements therein as respondent may voluntarily see fit to make, but subject at all times to the further order of the Commission, after due notice and hearing, with leave to either party to this action to apply for relief as circumstances may require.

Third: That at the earliest practicable date, respondent discontinue the present plan of operating train No. 61 with transfer at Cardigan Junction of St. Paul passengers to train 84, and these trains be operated independently of each other, the determination of said date in case of disagreement to be subject at all times to the further order of the Commission after due notice and hearing.

Fourth: That the appeal from the decision and order of August 14, 1913, of said Railroad and Warehouse Commission, to the District Court

of Washington county, taken by said respondent, be dismissed without costs to either party and that both parties hereto abide by the foregoing.

Dated at St. Paul, Minn., October 31st, 1913.

FREDERICK G. INGERSOLL,  
Attorney for Complainants.  
KENNETH TAYLOR,  
Attorney for Respondent.

The Commission's order of August 14, 1913, is hereby rescinded as of September 20, 1913, and consent given to the above arrangement, which is adopted as the Commission's order and decision herein.

Dated at St. Paul, Minn., November 8, 1913.

RAILROAD AND WAREHOUSE COMMISSION,  
By A. C. Clausen, Secretary.

**Passenger Train Service at Angora Station, Duluth, Winnipeg & Pacific Railway**—This complaint was filed July 11, 1913, by William J. Archer, Esq., of Virginia, Minnesota, as attorney for numerous petitioners residing at and adjacent to Angora, St. Louis county, Minnesota, in which it was represented that the said petitioners with many others are shippers and receivers of freight, particularly shippers of milk, butter, eggs, produce and other perishable products of the farm and dairy; further, that the petitioners with many others are patrons of the passenger service of said railway company; that for many years prior hereto Angora has been a station at which all passenger and express trains have made regular stops.

That for many years prior to June 8, 1913, the said railway company operated passenger and express trains both north and south which made stops at Angora, but on and after June 8, 1913, the said company discontinued stopping said passenger and express trains at Angora; that no notice was given petitioners or any other person residing in Angora of the discontinuance of said trains prior to June 8, 1913, and no other trains have since been operated between said stations, which take care of the needs of Angora.

Petitioners ask the Commission to appoint a day for a public hearing in the city of Virginia or elsewhere to the end that proper relief be granted.

The Commission appointed Monday, July 28, 1913, as the date for hearing said matter, and to take place at the Ormond Hotel, Virginia, Minnesota, at ten o'clock in the forenoon.

The hearing came on as appointed. Commissioner Ira B. Mills represented the Commission, and William J. Archer, Esq., of Virginia, represented the petitioners as their attorney. There was no appearance on behalf of the respondent.

Mr. Carl L. Nord, of Angora, appeared as a witness, also numerous representatives from Cook, Leander, Ray and other stations on said railway between Angora and Virginia, inclusive.

Evidence was offered by representatives of each of the towns affected by the change of service.

After the testimony had been received, the hearing was closed and the matter taken under advisement.

The findings and order of the Commission followed on August 6, 1913, as herein set forth, viz.:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of passenger train service on the Duluth, Winnipeg & Pacific Railway Company, hereinafter called the respondent, between stations at Virginia and Ranier, Minn.

At the hearing held at Virginia, July 28, 1913, before Commissioner Ira B. Mills, on the complaint of Carl L. Nord of Angora, Minn., representatives from Cook, Leander, Ray, and other places along the line of said railway company between stations named above, including Virginia, participated. The time and place of which hearing the railway company had notice.

Mr. Wm. J. Archer appeared as attorney for the complainants, and no one appeared for respondent.

From the evidence taken at such hearing and the records in the office of the Commission and of published time tables of respondent, the Commission finds:

That the passenger train service between Virginia and Ranier prior to June 8, 1913, was as follows:

No. 15 (Lv.) Ex. Sun. A.M.	No. 1 Daily P.M.		No. 2 (Ar.) Daily A.M.	No. 16 Ex. Sun. P.M.
9:00	.....	..... Virginia .....	.....	1:35
9:40	10:38	..... Lake Jct. ....	5:31	1:00
.....	.....	..... Taber .....	.....	12:30
10:25	.....	..... Idington .....	.....	12:15
10:40	11:01	..... Angora .....	5:03	12:01
10:50	.....	..... Leander .....	.....	11:50 A
11:35	11:16	..... Cook .....	4:48	11:35
11:50	.....	..... Haley .....	.....	11:05
12:15 P	11:35	..... Gheen .....	4:24	10:45
12:45	11:47	..... Orr .....	4:07	10:15
1:00	11:56	..... Cusson .....	3:57	10:00
1:40	.....	..... Ash Lake .....	.....	9:30
1:55	12:38 A	..... Kinmount .....	3:24	9:10
2:20	.....	..... Arbutus .....	.....	8:50
3:05	12:57	..... Ray .....	2:45	8:10
3:45	.....	..... Ericsburg .....	.....	7:40
4:20	1:40	..... Ranier .....	1:55	7:00

That on the 8th of June, 1913, the passenger service was changed and since that date the service between Virginia and Ranier has been as follows:

No. 21 A.M.	No. 1 (Lv.) P.M.	(Ar.)	No. 2 A.M.	No. 22 P.M.
11:01	11:00	..... Virginia .....	5:20	7:28
11:20	.....	..... Britt .....	.....	7:09
11:34	.....	..... Taber .....	.....	6:55
11:42	.....	..... Idington .....	.....	6:48
11:47	.....	..... Angora .....	.....	6:42
11:52	.....	..... Leander .....	.....	6:37
12:02 P	.....	..... Cook .....	.....	6:28
12:13	.....	..... Haley .....	.....	6:16
12:25	.....	..... Gheen .....	.....	6:05
12:35	.....	..... Glendale .....	.....	5:55
12:40	.....	..... Orr .....	.....	5:51
12:48	.....	..... Cusson .....	.....	5:43
12:52	.....	..... Elsdon .....	.....	5:38
1:09	.....	..... Ash Lake .....	.....	5:22
1:21	.....	..... Kinmount .....	.....	5:10
1:32	.....	..... Arbutus .....	.....	5:00
1:57	.....	..... Ray .....	.....	4:35
2:15	.....	..... Ericksburg .....	.....	4:16
2:38	2:00 A	..... Ranier .....	2:00	3:53

That the country was a timber country and where the timber has been cleared off it has been rapidly settling and is now producing grain, hay, potatoes and dairy products; that Virginia is a city of about fifteen thousand people, which furnishes a market for all the products raised by the settlers along the line of the respondent; that the settlers along the line of the respondent have considerable business in Virginia, which requires them to make frequent visits to said city; that relying on the schedule furnished by the respondent large numbers of farmers along the line procured cows and milk cans, and other necessary articles for the carrying on of the milk business, the product of which was shipped by express on passenger train No. 2 to Virginia; that with the arrangements of trains before June 8, passengers from Ranier, Ericksburg, Ray, Kinmount, Cusson, Arlington, Gheen, Cook, Angora, and Lake Junction, could reach Virginia at 6:10 A. M., and return leaving Virginia at 10:05 P. M., which gave them a day in which to transact their business in Virginia; that with the passenger train schedule which has prevailed since June 8, farmers engaged in the milk business have been unable to sell their milk in Virginia for the reason that the train which carries the milk arrives there too late and the milk has to be kept over night and dealers refuse to receive it, and the producer has been obliged in some instances to throw it away; that in order to transact business in Virginia the present service requires the passenger to stay over two nights, making it very inconvenient, besides expensive.

The Commission finds that the present passenger and express service for handling passengers, milk, vegetables, butter and eggs, between the stations of Ranier and Virginia is unreasonable; that the service existing prior to June 8, 1913, was reasonable service, that it is reasonable to require the respondent to stop its trains Nos. 1 and 2 on flag at Lake Junction, Angora, Cook, Gheen, and Ray for the receipt and discharge of passengers or express.

It is Therefore Ordered, That respondent, commencing not later than the 17th day of August, A. D. 1913, stop its passenger trains Nos. 1 and 2 on flag for passengers and express at the stations above named.

By Order of the Commission,

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., August 6, A. D. 1913.

**Passenger Train Service at the Station of Orr**—This matter came before the Commission August 25, 1913, in the form of a petition from citizens residing at and in the vicinity of Orr, a station on the Duluth, Winnipeg & Pacific Railway, to have passenger trains Nos. 1 and 2 stop at Orr on flag.

The attention of the company was called to the petition with a request for a statement showing the revenue derived from passenger business for a period of twelve months up to the latest date available. The company was further advised that the service asked for is similar to that which is now furnished at stations of Cook, Gheen, Angora and Ray. The company's reply indicated that the passenger earnings of the station amounted to approximately \$7,500 for the twelve months ending June 30, 1913.

At the request of the Commission for an additional statement showing freight earnings "in" and "out" for the same period, the company reported the earnings as \$4,474.09 on freight into the station, and \$1,048.54 out of same.

Notice was given to all parties interested that a hearing on the matter would take place at Virginia on Friday, September 26th at eleven o'clock in the forenoon at the Ormond Hotel, which came on at the time and place appointed.

The Commission was represented by Hon. Ira B. Mills. Wm. J. Archer, Esq., of Virginia, appeared as attorney in behalf of the petitioners, and George F. Shea, Esq., of Virginia, for the respondents. The following named witnesses were examined:

Fred W. Bessette, forest ranger, and Oscar Olson, hotel proprietor, both being residents of Orr. Mr. W. R. Munson, a commercial traveler, residing at Superior, Wis., also offered testimony. The hearing was thereupon closed and the case taken under advisement.

The matter having been given careful consideration, the Commission made its order on the third day of October, A. D. 1913, as follows:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of passenger train service on the Duluth, Winnipeg & Pacific Railway, hereinafter called the respondent, between the stations of Virginia and Ranier.

The citizens of Orr, Minn., a station on the line of respondent's road, petition the Commission to have trains Nos. 1 and 2 stop at Orr, on flag.

The case was heard before Commissioner Ira B. Mills, on the 26th day of September, 1913, at eleven o'clock A. M., pursuant to notice. The petitioners appeared by William J. Archer, Esq., attorney, and the respondent by Geo. F. Shea, Esq., attorney, and J. H. Elliott, general superintendent.

Evidence was taken and reported to the Commission, who find, after considering same, that the receipts of respondent, as per statements furnished at station of Orr, from July 1, 1912, to June 30, 1913, both inclusive, were as follows:

Passenger .....	\$7,571.66
Freight, in and out.....	5,522.63
	<hr/>
	\$13,094.29

As the passenger receipts shown include only "out" business, and in considering such cases it is the practice of the Commission to consider both "in" and "out," by doing so in this case the total of all business would be \$20,665.35.

The station of Orr is only three and one-half miles from Cusson, a regular stop, and it is not customary for the Commission to require trains to stop at every station where the distance between is only such as mentioned nor to require the establishment of stations within such distance. Generally speaking, it would be unreasonable to require such service, but the evidence in this case shows that Orr has one hotel, two general stores, and that the roads from surrounding country lead to station, while at Cusson the only industry is a lumber company with a hotel for its employees, others being required to obtain a permit to be accommodated. There is also a store for the company's employees, which does not cater to the general public.

The Commission had under consideration the train service on respondent's road between Virginia and Ranier and made its order in relation thereto under date of August 6, 1913.

It is Ordered, That the order of August 6, 1913, be and the same is hereby amended to require respondent to stop trains Nos. 1 and 2 at Orr, on flag, in addition to the stops already provided in said order, and that this order shall take effect October 8, 1913.

By Order of the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., October 3, A. D. 1913.

Note:—The order of August 6, 1913, did not provide for a stop at Britt, and, so far as any order of the Commission is concerned, the respondent is at liberty to discontinue such stop. The respondent is at liberty at any time to petition the Commission to adopt any other schedule it may deem reasonable, and a hearing will be had when the question will be determined. The Commission realizes that respondent may at some future time have to run fast competing trains between Winnipeg and Duluth, with fewer stops, but when this is done it will have to take care of business at local stations with other trains. There are other interests along the line of respondent's road besides saw mills and forest products industries which will need service.

## SIDE TRACKS AND SPURS.

**Application for Side Track to Flouring Mill at McIntosh on Great Northern Railway**—Mr. Anton Jensen, owner of a flouring mill at McIntosh, Minnesota, on the Great Northern Railway, filed with the Commission on February 3, 1913, a complaint and petition of which the following is a copy:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

ANTON JENSEN,

vs.

GREAT NORTHERN RAILWAY COMPANY,

Complainant,

Respondent.

## COMPLAINT.

The complainant for his complaint, respectfully shows:

1. That the Great Northern Railway Company, hereinafter called the railway company, is a corporation organized and incorporated under the laws of the state of Minnesota, and is operating a line of railroad through various counties in this state, reaching all the principal markets, St. Paul, Minneapolis and Duluth, Minn., and that a line of its road extends to the Pacific coast;

2. That the complainant is the owner of a flouring mill at McIntosh, Minn., adjacent to the right of way of said railroad company, and not to exceed five hundred (500) feet from the line of said railroad. The land upon which the same is located is more particularly described as follows: "Outlot J, Auditor's Plat Outlots, in the Townsite of McIntosh, Polk County, Minnesota," according to the recorded plat thereof on file in the office of the register of deeds of said county;

3. That complainant is operating said mill and it is necessary for the successful operation thereof, and in order that he may obtain grain for the operation of said mill and ship his products thereof, to various stations on the line of respondent's railroad and its connections, that he should have a side track connecting such mill with the tracks of said railroad company, and be afforded proper and reasonable facilities for shipment therefrom;

4. That the complainant has made written demand, on several occasions, upon the railway company, that it furnish such side track, and that complainant and respondent have failed to agree upon the terms of said connection, and respondent has neglected to build such side track.

Wherefore, Your complainant prays that this Commission may make an order requiring the Great Northern Railway Company to build a side track connecting its tracks with complainant's mill at McIntosh, on such reasonable terms as may be prescribed by the Commission.

(Signed) ANTON JENSEN,  
Complainant.

State of Minnesota, }  
County of Polk. } ss.

Anton Jensen, being first duly sworn, deposes and says, that he is the complainant in the above entitled proceedings; that he has read the foregoing complaint and knows the contents thereof, and that the same are true to the best of his knowledge, information and belief.

(Signed) ANTON JENSEN.

Subscribed and sworn to before me this 1st day of February, A. D. 1913.

JOSEPH T. LINDLEY,  
Notary Public, Polk County, Minnesota.

My commission expires February 21, 1918.

On the same day a copy of the petition was served on the railway company requiring it within twenty (20) days to satisfy same or file answer thereto with the Railroad and Warehouse Commission at its office in the Capitol building, St. Paul, Minnesota, and mail a copy of said answer to the complainant at McIntosh, Minnesota.

Answer thereto was duly filed by the respondent, denying in detail the essential allegations in the complaint and asked for an order of the Commission denying complainant's application.

On April 10, 1913, the Commission issued an order for a hearing on said matter to take place at the West Hotel, McIntosh, Minnesota, on Thursday, May 15, 1913, at ten o'clock in the forenoon. Due notice was given to all parties interested.

Owing to the number of cases in court and various hearings engaging the attention of the Commission, it was found necessary to postpone the hearing until Friday, May 24, 1913, at the same time and place, which came on pursuant to notice before Commissioner Ira B. Mills.

The complainant appeared in person, and respondent by its attorney, Mr. M. L. Countryman, of St. Paul.

Testimony and arguments having been submitted, the hearing was closed and the matter taken under advisement.

The findings and order of the Commission were published on the 17th day of July, A. D. 1913, as hereinafter stated:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

ANTON JENSEN, McIntosh,

Complainant,

vs.

GREAT NORTHERN RAILWAY COMPANY,

Respondent.

APPLICATION FOR SIDE TRACK AT COMPLAINANT'S MILL.

This matter was heard before Commissioner Mills at McIntosh on the 24th day of May, 1913. The complainant appeared in person and the respondent by its attorney, M. L. Countryman.

From the evidence, the Commission finds that the respondent is a corporation organized under the laws of the state of Minnesota, and is operating a railroad from Duluth to Crookston passing through the village of McIntosh. The complainant has a mill located on land adjacent to the right-of-way of the respondent, and has petitioned the Commission to compel respondent to erect a side track to such mill, which is located in a direct line 508 feet from respondent's right-of-way. It will take 975 feet of track to reach this mill, and according to the report of the Commission's engineers, who made a personal examination thereof, it will cost, exclusive of the grading, \$1,074.91 to construct a track to this mill. During the year 1902, the complainant had a mill located in a direct line 80 feet from respondent's track, and the cost of building a track to that location would have been \$752.24, exclusive of grading. Respondent estimates the grading of track to present site at \$367.50, while the Commission's engineer's estimate it at \$180.00. The total cost of track is estimated by respondent to be \$1,685.13, and by the Commission's engineers at \$1,254.91, including everything. The complainant is the owner of a flouring mill of 75 barrels of flour capacity per day, 25 barrels of rye and buckwheat. Last year he ground 25,000 bushels of wheat. A side track is necessary in order to get grain with which to run the mill, for the reason that he must be able to



purchase all that is offered by the farmers and ship what is not necessary to run the mill. It was not shown that it was necessary to ship in grain. Last year he shipped some of his mill products out in less than carload lots over respondent's line of road. The balance was disposed of in an exchange business or sold locally. The farmers bring in wheat and exchange it for flour. He gives 30 lbs. of flour, 8 lbs. of bran and 4 lbs. of shorts for 1 bushel of No. 1 wheat. From May 24th, 1912, to May 24, 1913, he shipped out, 2 carloads of flour, 3 carloads of wheat, and in, 6 carloads of coal and 3 carloads of wood, and 1 carload of cement for making cement blocks, 15 cars in all. Besides operating the mill, he manufactures cement blocks and furnishes electric lights for the village.

There are four elevators at McIntosh, all of which are old line elevators. Complainant is the only independent buyer there. He testified: "If I could get facilities, I could get more wheat. I could buy half the wheat handled here. I have 15,000 bushels capacity storage in the mill, but it is not binned off." Complainant changed the location of his mill to present site on account of being more convenient to transact business, to make collections, and better for electric light plant. The mill was moved some seven or eight years ago.

A statement of grain shipped from McIntosh during twelve months ending April 30, 1913, shows total carloads as follows: Wheat, 45; flax, 24; rye, 4; barley, 2; oats, 1; total, 76. This is a small showing for a station located in as prosperous a farming country as that surrounding McIntosh, and probably indicates that grain-growing is to some extent giving way to diversified farming.

The respondent is willing to give the applicant a site on its right-of-way on which to build an elevator, but this will not suit his purpose. The Commission is only authorized to order track in to a mill or elevator, and has no right to consider its use for other purposes. A track of this character is strictly a private one for the sole benefit of the applicant and would be of great personal benefit to him, and is necessary for the proper and profitable conduct of his business.

In view of the small volume of business applicant has furnished the respondent in the past, the Commission is of the opinion that it would not be reasonable to require the respondent to pay any part of the cost of this track, but that the applicant is entitled to track if he is willing to assume the whole expense.

The Commission finds that the track hereinafter described, can be built, exclusive of the grading, for \$1,074.91, and the grading of such track will cost \$180; that a track so built will be sufficient to serve complainant's mill and can be safely operated by respondent.

It is Therefore Ordered, That if complainant, within ninety days after the date of this order, either pays respondent the sum of \$1,254.91, or gives respondent a bond with sureties approved by it or by the Commission, conditioned to pay the above named sum on the completion of the track hereinafter provided for, respondent to construct and operate a standard gauge spur track to serve the McIntosh Roller Mill, situate at McIntosh, Polk county, Minnesota, the same to be connected with the main track of the Great Northern Railway company by a switch, and which point of beginning or switch is to be situate at a point approximately 800 feet distant westerly from the westerly line of Cleveland avenue (so known) in the said town of McIntosh; thence extending from said point of beginning, on a turnout curving to the left; thence tangent thereto on a curve line to the left, having a radius of about 490 feet thence on a straight line tangent to the last mentioned curve, and which straight line may be described as being parallel to and equi-distant between the mill and warehouse of the aforesaid McIntosh Roller Mill, the entire length of the aforesaid spur track being about 975 feet; that said track be completed within forty days after the payment herein provided is made or bond given. If complainant fails to make the payment, or give the bond within the time herein provided, unless said time shall be extended by the Commission, respondent

may apply to the Commission for dismissal of these proceedings; that when such side track is constructed, it be maintained and operated by respondent at its own cost and expense, for the use of said mill so that cars may be run thereon to be loaded from said mill.

(Seal.)

By Order of the Commission,  
A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., July 17, A. D. 1913.

The respondent on August 19, 1913, served notice of appeal from the foregoing order to the District Court of Polk county. Due return of the findings of fact and the order of the Commission was thereupon made to the clerk of said court at Crookston, Minn., in accordance with the provisions of law.

**Petition for Side Track at Princeton**—A petition numerously signed by farmers located in the territory of Princeton on the Great Northern Railway was received by the Commission July 15, 1913, asking that the Great Northern Railway Company be required to install a side track midway between the stations of Princeton and Zimmerman on the ground that the roads leading to the stations named are too heavy for handling loads.

The subject was taken up with the railway company through its general manager, attention being called to the fact that the proposed improvement would be of great utility to the people living in that territory. In its reply the company stated that the matter had been investigated and it was found that a large portion of the petitioners reside from three to five miles from the proposed new location and their farms are also about the same distance from Princeton where most of these farmers do their trading; further, that the state has made a contract to have some heavy repairs on two miles of roadway north of school house No. 50 towards Princeton, the work to be done in the fall; that this would place the highway in excellent condition all the way to Princeton.

It was further set forth that if the proposed side track was established, the farmers would encounter much worse roads than those leading to Princeton or Zimmerman and under the conditions mentioned the company did not regard the proposed side track as necessary and could not see wherein it would be of utility nor would it be used to any appreciable extent.

In order to determine the merits of the case, a hearing was ordered to be held at the Riverside Hotel, Princeton, on Friday, September 13, 1913, at six o'clock P. M. Mr. Thomas Yapp, assistant secretary, was present as representing the Commission and received the evidence submitted, after which the hearing was closed and the case taken under advisement.

The findings and order of the Commission were made on the 22d day of September, A. D. 1913, as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application for a side track on the Great Northern Railway near School House No. 50, between Princeton and Zimmerman, in Mille Lacs County, Minnesota.

This question was duly heard at Princeton on the 13th day of September, 1913. The Commission was represented by Thos. Yapp, its assistant secretary, who heard the evidence and submitted the facts.

This application is presented by a number of farmers who live in the township of Baldwin, and who are chiefly interested in growing and marketing potatoes. They want a side track located at School House No. 50, half way between Princeton and Zimmerman, at which place they propose to erect a warehouse, with a capacity of 5,000 bushels, from which they expect to ship potatoes each season. The distance between Princeton and Zimmerman is  $8\frac{1}{4}$  miles. The country tributary to the proposed side track is sandy, and the roads leading to Princeton and Zimmerman, which are the chief market centers, are in fairly good condition. There are 19 potato warehouses at Princeton and 5 at Zimmerman, and no complaint was made by any of the witnesses of the lack of facilities at either place. Sixteen farmers were represented at the hearing, and the shipments of grain made by them last year did not exceed 3 carloads, while their potato shipments amounted to about 40 cars. The actual shipping season at this point would cover a period of about four months in the year. While a side track at this point would be a convenience to a certain number of farmers who desire to ship potatoes, yet the volume and character of business to be offered by the people in this community is such that the Commission cannot order the railway company to install the side track. In order to grant the application, it would be necessary for the Commission to find that the railway company was not giving reasonable public service to the people of that community, and this finding cannot be made in this case.

The application is denied.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., September 22, A. D. 1913.

**Mile Post 62, Spur**—On April 9, 1912, the Commission received a communication from Mr. Rowe McCamus, of Brookston, with reference to the continuance of a spur, known as Mile Post 62 Spur, said spur having been placed there two or three years previous for the purpose of loading logs and other timber by shippers in that territory. The matter was brought to the attention of the Great Northern Railway Company through a request for information regarding its intentions as to continued maintenance of the track; further, that in the judgment of the Commission these facilities should be continued for the convenience of the settlers at that location in view of its situation midway between the station of Brookston and Paupores, a total distance of about eight miles, indicating the necessity for facilities to provide for all business tributary to that location.

The reply of the railway company disclosed its intention to remove the spur in question on the ground that no necessity existed for its continuance after parties having forest products had been afforded the opportunity to load them for shipment.

The Commission, after investigation, having found that the settlers in that territory were in urgent need of the spur and the company indisposed to continue the same, caused an investigation to be made by an agent of the department, resulting in confirming the necessity for retention of the track, not only for log shipments but for general use by the numerous settlers residing in the country tributary thereto, in the shipment of posts, cordwood, ties, potatoes and other products, also for their convenience in receiving groceries and other necessary provisions for household use.

The company being fully advised as to the attitude of the petitioners and having received the opinion and recommendation of the Commission, gave notice on October 11, 1912, of its purpose and intention to allow the spur to remain until such time as it became unnecessary for public use. The petitioners were informed accordingly.

#### GRADE CROSSINGS.

**Clontarf Street Crossing**—On May 27, 1913, the Commission received a complaint from the village council of Clontarf, on the Great Northern Railway, in which attention was called to the existence of a dangerous grade crossing and the Commission is solicited to require the company to eliminate the dangerous crossing in question, and provide two new crossings in lieu thereof in order to enable persons to have a full view of the track in crossing from either side of same.

A copy of the complaint and petition was sent to the company with a notice that a hearing would take place at the Chamberlain Hotel at Clontarf, Minnesota, on Thursday, June 12, 1913, at 3:30 o'clock in the afternoon, which came on at the time and place appointed.

Commissioner Charles E. Elmquist represented the Commission and received the testimony.

The Great Northern Railway Company was represented by E. W. McElroy, its division superintendent at St. Paul. Several citizens of the village were present and offered testimony in support of the petition. The matter was then taken under advisement and the hearing closed.

The findings and order of the Commission followed on August 8, 1913, as herein shown, to-wit:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application for the protection of a grade crossing at Clontarf, Swift County, Minnesota, a station on the line of the Great Northern Railway.

This application was duly heard at Clontarf on the 12th day of June, 1913, the citizens and the railway company being duly represented. Testimony was heard by Commissioner Elmquist.

The petition alleges that the grade crossing over the railway tracks in said village is dangerous, and asks for the installation of a proper safety device. It appears that Grace avenue is the only crossing in this incorporated village. The track through Clontarf is straight for a long distance, and while the view of the track is somewhat obscured to those approaching it from the north, by a depot and grain elevator, yet it cannot be said that the crossing is dangerous, within the meaning of the statute, and hence that part of the application is denied. It did appear, however, that the crossing is not in a good state of repair, and the company should promptly attend to this and keep it in better condition in the future. The officials present promised to take care of this very promptly.

The real demand, however, is for another crossing, and the people of said village seem to be in dispute as to just where it should be located. The location of a crossing cannot be determined by the Commission. The establishment of a street is wholly within the jurisdiction of the village authorities, and when such crossing has been established, in due and regular form, and the railway company has been made a party to the proceedings, as the statute requires, then it becomes the duty of the company to build the crossing. It is quite evident from an examination of the premises that another crossing in said village is desirable.

It also appears that the platform along the depot is not sufficiently long to accommodate the business that is offered, and it is recommended that the same be extended not less than fifty (50) feet. There is also an embankment along the industry track which should be leveled so as to afford better driving facilities for those who wish to load or unload carload freight. It is suggested that this be attended to this year.

The hearing also developed a demand for stock scales at the stock-yards, and it was claimed that the shipments at this place were nearly equal to those at Hancock and Benson, where scales were maintained. Further investigation discloses that the stock shipments at Clontarf for the year beginning March, 1912, and ending February, 1913, amounted to 20 cars, while for the same period of time, 104 cars were shipped from Hancock and 119 from Benson. Under this showing of business, the Commission is not of the opinion that a discrimination exists in favor of the two neighboring stations, and it is not inclined at this time to order in stock scales.

It is Therefore Ordered, That on or before the first day of November, A. D. 1913, the Great Northern Railway Company be and the same is hereby required to extend its platform at Clontarf at least fifty (50) feet, and also to reduce the embankment along the industry track, and grade the approaches to said track.

By Order of the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., August 13, A. D. 1913.

**Lonsdale, Dangerous Crossing**—This matter came before the Commission on August 14, 1913, by written complaint subscribed to by the president and members of the village council of Lonsdale, Rice county, Minnesota, in which it is alleged that the Chicago, Milwaukee & St. Paul Railway maintains a certain dangerous crossing immediately northeast of the present depot building, which crossing is not in line with the principal streets and alleys of said village and that the same has always been a very dangerous crossing; further, that by reason of rapid growth and progress of the village the said crossing has become dangerous and a menace to the public. As a remedy therefore complainants ask the good offices of the Commission toward securing an abandonment of the crossing in question and the establishment of a new one at a point in the tracks of the said railway company where Main Street, on the south of the tracks, intersects Railway Street and where Main Street, north of the tracks, intersects the intersection of North Street and Railway Street North, thus putting the principal crossing where fully seventy (70) per cent of the traffic enters said village, in direct line with Main Street on both north and south side of the tracks, thus making said Main Street continuous with proper grade on both sides of the track, and thus entirely removing existing dangerous conditions.

The Commission is respectfully requested to take such action as is necessary and within their power to give such relief as may be necessary to entirely eliminate the dangerous conditions existing as therein set forth, which according to the views of the petitioners can be most effectively accomplished by the abandonment of the old crossing and granting one which will connect the two parts of Main Street as hereinbefore set forth.

The petitioners were advised that a copy of the complaint had been served on the railway company with request for prompt consideration and reply as to its attitude in the premises. The company, through Mr. J. H. Foster, its general superintendent, notified the Commission that the situation would be promptly investigated, pursuant to which a conference was arranged and took place at Lonsdale on the 20th day of September, 1913.

Commissioner Charles E. Elmquist was present, accompanied by Mr. G. P. Beach, an engineer of the Commission, also General Superintendent J. H. Foster, of the Chicago, Milwaukee & St. Paul Railway Company. A large number of citizens of the village and vicinity, including members of the village council, were also present.

The conference resulted in a satisfactory arrangement between the village authorities and the railway company being established, which precluded the necessity for any formal action by the Commission. The result of the arrangement entered into fully met the needs and wishes of the citizens of that community.

#### WYES.

**Thief River Falls "Wye"**—On the 2d day of October, 1912, after due hearing, the Commission, upon the findings of fact therein made an order requiring the Great Northern Railway Company and Minneapolis, St. Paul & Sault Ste. Marie Railway Company, to establish and operate a track connection between their respective lines of railway at Thief River Falls, Pennington county, Minnesota, the same to be used for the transfer of carload freight; the said order to be effective in sixty (60) days from date of service. (See annual report of 1912, page 164.)

The "Soo" Line Company and the Great Northern Company respectively, appealed from the said order to the District Court of Pennington county. Due returns were made to said court of the findings of fact and the order of the Commission, in accordance with the provisions of law.

Notice of appeal from the Commission's order was also filed on October 23d, 1912, by the Thief River Falls Lumber Co., a corporation, as a party affected by the said order. A certified return was duly made by the Commission to the district court of Pennington county as required by law.

The matter duly came on for trial before the district court at Thief River Falls, Minn., Judge Andrew Grindeland presiding. Judgment was rendered on the 3d day of May, A. D. 1913, in which the findings and order of the Commission were sustained in all respects and judgment entered accordingly.

Negotiations between the railway companies and the business men of Thief River Falls followed, resulting in the filing of a petition, by the jobbing interests, in which a modification of the order of the Commission was asked for so as to permit a change from the location of the proposed "wye" as fixed by the order, to a location at or near the junction of the said railroad, north of the city, with the proviso that the switching charges for transfer shall not exceed three dollars per car.

After due consideration the proposition was approved and ratified by the Commission in a supplemental order issued August 22, 1913, as follows:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the petition of the Commercial Club for track connection between the Great Northern Railway Company and the Minneapolis, St. Paul & Sault Ste. Marie Railway Company, at Thief River Falls, Pennington County, Minnesota.

By an agreement between the petitioner in the above entitled proceeding and the respondents, it was agreed that the following modification should be made to the order of October 12, 1912:

It is Therefore Ordered, that the track connection between the above named respondents, in said order provided, may be made at the point of crossing of said railway companies' lines, north of the city of Thief River Falls, and that the transfer charge for transferring cars from one line to another shall not exceed three dollars (\$3.00) per car.

By the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., August 22, A. D. 1913.

**STOCKYARDS FACILITIES.**

**Application for Stock Scales and Water Supply at Clontarf—**

An application was received May 23, 1913, from the Farmers' State Bank at Clontarf on the Great Northern Railway, asking for the installation of stock scales and water in the stockyards at that station.

A copy of the complaint was forwarded to the company for its consideration and reply with request for a statement showing the number of carloads of stock moved out of Clontarf for a period of twelve months up to as late a date as available. On receipt of the statement it was shown that the shipments of stock handled out of Clontarf for the twelve months ending February 28, 1913, were twenty in number. This information was communicated to the petitioners and they were advised that the decision of the Commission would be given at a later date.

The findings of the Commission in this matter are contained in its order of August 13, 1913, covering the subject of a grade crossing at Clontarf, which is to be found on page . .

**Bellecheater Stockyards**—This was an application filed on August 13, 1912, by Mr. Cliff W. Gress in behalf of stock shippers who desired to ship stock from the station of Bellecheater, on the line of the Chicago Great Western Railroad, as soon as the proper facilities could be secured, the aid of the Commission being requested to secure this result.

The matter was brought to the attention of the company by the Commission in a communication to its superintendent, Mr. C. E. Carson, urging prompt action in the premises in view of the press-



ing need for the facilities desired. In the meantime a formal petition was received subscribed to by a large number of farmers, owners and raisers of live stock, living in the territory tributary to Bellechester, soliciting the aid of the Commission in securing suitable stockyards that will care for not less than three carloads of stock and thus save to the shippers the loss and expense incurred in a long haul to market.

A copy of this petition was forwarded to the company with a request for a statement showing the number of cars of live stock shipped from Bellechester for a period of twelve months, separately by months, up to the latest date practicable.

This resulted in the reply that no live stock shipments had been made from the station during the previous twelve months.

In view of the fact that the territory tributary to the station at Bellechester was known to the Commission to be productive of live stock, it was concluded that the lack of shipping facilities was the prime cause for the similar lack of shipments which resulted in the issuance of an order on the 28th day of October, A. D. 1913, directing the railroad company, within thirty (30) days, to construct and maintain a suitable stockyard and cattle chute at said station. The order in detail follows, to-wit:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application for stockyards facilities at Bellechester, Goodhue County, Minnesota, being a station of the line of the Chicago Great Western Railroad Company.

This question being duly heard by the Commission, it is found:

That the Chicago Great Western Railroad Company is a corporation organized under the laws of the state of Illinois, and operates a line of railway from St. Paul, Ramsey county, state of Minnesota, to Winona, Winona county, Minnesota; that several years ago it constructed a spur from a point near the station of Goodhue to Bellechester, a distance of seven (7) miles, and that it now maintains a station at said point; that Bellechester is located in a thickly populated section of the state, and that no facilities for the handling or shipping of stock are maintained at said point; that this is a large stock producing point and that it is reasonable and necessary for the railroad company to afford some facilities for the handling of this kind of business at this station; that for this purpose a suitable stock yards and cattle chute should be constructed and maintained, and that provisions be made for the shipment of stock once each week upon a day to be fixed by the railway company.

It is Therefore Ordered, That the Chicago Great Western Railroad Company be, and the same is, hereby required to construct and maintain a suitable stockyards and cattle chute at this station of Bellechester and that it carry stock in carload lots which is offered for shipment at least once each week upon a day to be fixed by the company, and that the public be given satisfactory notice of such stock shipping day.

It is Further Ordered, That the provisions of this order be put into effect within thirty (30) days from the date hereof.

By Order of the Commission,  
(Seal.) A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., October 28, A. D. 1913.

#### CLAIMS AND OVERCHARGES.

**Waldorf Box Board Company, St. Paul, vs. Northern Pacific Railway Company, and Other Railway Companies—Petition for Adjustment of Demurrage Charges**—The following petition was filed by the above named complainant on the 4th day of June, A. D. 1912:

To the Honorable the Railroad and Warehouse Commission of the State of Minnesota.

Gentlemen: The undersigned, your petitioner, the Waldorf Box Board Company, respectfully represents:

That it is engaged in the manufacture of box boards in the county of Ramsey and state of Minnesota, its plant for that purpose being located at what is known as the "Midway District," within the limits of the city of St. Paul. Its said plant is reached by the railway tracks from the Minnesota Transfer, and it receives and delivers from said tracks into its said plant;

On the 18th day of February, 1911, a fire occurred in said plant injuring and destroying a large portion of its equipment and of the stock on hand for the purpose of manufacturing, and so crippling the enterprise of the petitioner that for a long time its said business was entirely suspended and for a still greater time was necessarily and greatly hampered.

As a result of this condition, the petitioner was unable to accept or unload freight as readily or with the same facility as it ordinarily would, and as a consequence a large amount of freight was shipped to it and received at the Transfer and the acceptance and unloading thereof was necessarily delayed beyond the free time allowed by custom and statute for that purpose;

The following railway companies received such freight, namely: the Northern Pacific Railway Company, the Chicago, Milwaukee & St. Paul Railway Company, the Chicago, Burlington & Quincy Railroad Company, the Minneapolis, St. Paul & Sault Ste. Marie Railway Company, the Chicago, St. Paul, Minneapolis & Omaha Railway Company, and the Minneapolis & St. Louis Railroad Company;

That each and all of said companies make claims against your petitioner for demurrage upon cars held and unloaded subsequent to the fire at petitioner's said plant, and refuse to consider or allow any extension of time on account of the injury to said plant, or the consequent inability of the petitioner to accept and unload the cars.

Your petitioner also claims that the cars upon which such demurrage was claimed were never in fact, either actually or constructively, delivered to or accepted by the petitioner during the time for which the said demurrage is claimed by the railway companies.

Wherefore, Your petitioner prays that a hearing and examination of the said matter be ordered by your honorable body, and a proper and legal adjustment and determination of such demurrage charges be made.

Respectfully,

(Signed) WALDORF BOX BOARD COMPANY,

By M. W. Waldorf, President.

State of Minnesota, }  
 County of Ramsey. } ss.

Michael W. Waldorf, being duly sworn, says that he is the president of the above named petitioner, the Waldorf Box Board Company, and that the foregoing petition is true of his own knowledge.

(Signed) MICHAEL W. WALDORF.

Subscribed and sworn to before me this 31st day of May, 1912.

H. L. FISCHER.

(Seal.)

Notary Public, Ramsey County, Minnesota.

My commission expires June 6, 1914.

On the reading and filing of said petition, the Commission caused copies of same to be served on the respective respondents, together with notice of hearing to take place at its office in the State Capitol Building, St. Paul, Minn., on Tuesday, June 11, A. D. 1912, at ten o'clock in the forenoon.

Copies of the notice were mailed on June 4, 1912, to the following persons:

M. C. Shields, manager, Northern Demurrage Bureau, Minneapolis.

Healy, White & LaDue, attorneys, Minneapolis.

John D. O'Brien, attorney, St. Paul.

Geo. P. Lyman, A. G. F. A., C. B. & Q. R. R., St. Paul.

J. H. Foster, G. S., C. M. & St. P. Ry., Minneapolis.

G. R. Huntington, G. M., Soo Line, Minneapolis.

A. W. Trenholm, G. M., C. St. P. M. & O. Ry. Co., St. Paul.

G. A. Goodell, G. M., Northern Pacific Ry. Co., St. Paul.

W. G. Bierd, V. P. & G. M., M. & St. L. R. R. Co., Minneapolis.

Hearing in the above matter came on before the Commission at its office in the State Capitol, St. Paul, Minn., on June 11, 1912, at ten o'clock A. M. The following named persons appeared:

Michael W. Waldorf, president, Waldorf Box Board Co.

H. C. McDaniels, chief clerk, Waldorf Box Board Co.

C. D. O'Brien, Esq., St. Paul, attorney for complainant.

M. C. Shields, manager, Northern Demurrage Bureau.

M. J. Dooley, superintendent, Minnesota Transfer Railway Co.

Bernard Brass, switch foreman, Minnesota Transfer Railway Co.

Chas. W. LaDue, Esq., attorney for respondents.

F. G. Reichert, of American Paper Stock Company, Midway.

For the Commission: Charles E. Elmquist, Commissioner.

After hearing the evidence and the arguments of counsel the Commission took the matter under advisement.

This was followed by an order of the Commission on the 16th day of January, A. D. 1913, which is hereto appended.

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application of the Waldorf Box Board Company, St. Paul, Minn., vs. the Northern Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company, for an adjustment and determination of demurrage charges.

Actions having been brought in the district court against the Waldorf Box Board Company by six railway companies for the collection of demurrage charges, the interested parties agreed to refer to this Commission the questions involved in the cases brought by the Northern Pacific Railway Company and the Chicago Milwaukee & St. Paul Railway Company, so far as state shipments are concerned.

The Waldorf Box Board Company was represented by Attorneys John D. O'Brien and Dillon J. O'Brien, and the railway companies by Healy, White & La Due, attorneys, and M. C. Shields, manager of the Northern Demurrage Bureau. The Commission is now fully advised in the premises.

The Waldorf Box Board Company manufactures box board in its plant, which is located at the Minnesota Transfer; its product is made out of about ninety-five per cent of old papers and five per cent of pulpwood, and it receives its entire supply of old paper from the West Side Paper Stock Company of St. Paul, and the American Paper Stock Company of Minneapolis, and all of its raw material is delivered in carload lots upon its own industry tracks. On the 16th day of February, 1911, this plant was so badly damaged by fire that it ceased operation until March 8, 1911. At the time of the fire there were between forty and fifty cars of old paper in the basement, and this was water soaked and scorched, and it was necessary for the company to use this old stock as soon as work opened up in order to prevent sickness, provide storage capacity and also to save the material, and it was several months before all of this old paper was used. Immediately after the fire the Waldorf Box Board Company notified the shippers to stop forwarding paper until they were again able to resume operations, and stated that this action was necessary because the company did not have sufficient storage capacity, and this notification was frequently repeated during the following months; at no time, however, did the company refuse to accept such shipments, positively forbid the supply houses from sending same, or order the railway companies to return the shipments, and as soon as the company was able to do so it accepted them, paid the freight and unloaded the material. While being fully aware of the facts the supply houses persisted in making regular shipments. They tried, without success, to get rid of their stock to concerns in Wisconsin and Illinois, and since they did not have storage capacity of their own, it was necessary for them to forward the stock as fast as it was accumulated or go out of business. Some consideration was given by the Waldorf Box Board Company to the question of storing this material in regular storage houses, but it was decided that the cost of storage and re-handling was prohibitory. The regular arrival of cars filled the industry tracks of this company, and also caused serious congestion upon other tracks in the terminal yards, so that upon April 18, 1911, the Minnesota Transfer Railway Company notified all member lines in the following language that an embargo had been ordered: "Until further notice we cannot accept carload shipments of waste paper consigned to the Waldorf Box Board Company at Minnesota Transfer on account of accumulation." This order remained in effect until May 22d, when it was released by notice issued as follows: "We will now accept carload shipments of paper scrap for the Waldorf Box Board Company. This cancels my embargo notice of April 18." This embargo was not strictly observed by the member lines or by the Minnesota Transfer, and cars of paper were received between April 18 and May 22 by these companies and handled in the usual manner. Upon the arrival of a car the Transfer Company, following the usual custom which had existed between it and the Waldorf Box Board Company for several years, gave notice, first

by telephone, and then by postal card duly mailed, giving the date of arrival, the initial, number and contents of the car, and asking for disposition. The Transfer Company placed the cars that were oldest in point of arrival upon the industry track of the Box Board Company when space permitted and when this could not be done the cars were constructively delivered to the company by placing them upon other tracks.

The Minnesota Transfer Railway Company is a corporation owned by ten lines of railway, including the Northern Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company. It was organized for the purpose of affording convenient and efficient means of interchange of business between the several lines of railway, and so far as this precise case is concerned it may be regarded as the agent of the railway companies involved. These last two railway companies are likewise members of the Northern Demurrage Bureau, and are governed by its action in all matters of demurrage. Through it assessment charges have been levied against the Waldorf Box Board Company amounting to \$629 in favor of the Chicago, Milwaukee & St. Paul Railway Company, and \$558.00 in favor of the Northern Pacific Railway Company, and the collection of this money is involved in this proceeding. No claim is made against any cars that were on hand or in transit at the time of the fire.

The Waldorf Box Board Company refuses to pay all or any part of these demurrage charges and relies upon the application of the words in section 11 of chapter 23, Laws of 1907, which reads as follows: "The period during which the loading or unloading of freight by shipper or consignee is \* \* \* delayed for any cause not in the power of such shipper or consignee to prevent shall be added to the free time allowed in this act and counted as additional free time." The fire was accidental and for a long time thereafter the box board company could not unload this old paper because it had no storage capacity, and could not use the paper as fast as it came. They did, however, at all times have the right under the law to refuse or accept these shipments and to order the return of the cars. This action was not taken. While the exercise of this right might have burdened the shippers of old paper and caused some damage to the Waldorf Box Board Company, yet it had absolute control of the situation "and the period for unloading these cars was not delayed by any cause not in the power of said shipper or consignee to prevent." In short, the construction asked for would give the box board company the right to have the railway companies supply it with free storage facilities for its raw material during the period of its embarrassment. This is contrary to the spirit of the demurrage law, is against public policy and would result in an intolerable discrimination in favor of the Waldorf Box Board Company. There are certain cars, however, against which demurrage should not be assessed. All those cars of waste paper which were billed, shipped, or delivered either actually or constructively, to the Waldorf Box Board Company during the embargo period between the 18th of April and the 22d of May, 1911, should be exempt from demurrage charges during that time, and for such reasonable time thereafter as was required for unloading. The embargo notice was, under the circumstances, properly issued and the Northern Pacific Railway Company and the Chicago, Milwaukee & St. Paul Railway Company should not have accepted these shipments until the embargo had been raised. Equity will not permit the railway company to violate this instruction and then turn around and try to make the shipper pay for its own fault. For the purpose of demurrage it is fair to consider that all cars coming within this exception shall be considered as having been billed, and shipped upon the day following the raising of the embargo. This disposes of the case. The computation of time at which demurrage begins to run is well understood and is not in dispute by the parties to this controversy. The case is therefore referred back to the parties with instructions to compute the amount of demurrage that may be properly assessed under the law and excluding

the cars moving during the period hereinbefore mentioned, and the final statement to be presented to this Commission for its approval.

By order of the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., January 16, 1913.

**Chicago, St. Paul, Minneapolis & Omaha Railway Company vs. Jameson, Hevener & Griggs, St. Paul—Claim for Demurrage on Three Cars of Hay**—This matter involves a claim on the part of complainant against said respondent for demurrage alleged to be due the railway company from said respondent. An informal conference was arranged for and took place before the Commission at its office in the State Capitol, St. Paul, Minn., on the 26th day of December, A. D. 1912.

R. L. Kennedy, general attorney, and C. T. Spear, local freight agent, appeared for the railway company. Jameson, Hevener & Griggs were represented by Wesley J. Jameson, a member of the firm. Testimony was taken by C. C. Bircher.

Mr. Kennedy, on behalf of the railway company, represented that there is a claim for demurrage outstanding on their books against respondent, no part of which has been paid up to the time of entering the complaint. This statement was corroborated by Mr. Spear, local agent, who further stated that the said three cars arrived on April 22, 1912, due notice thereof having been given to respondents by telephone at 3:02 P. M., on the same day and confirmed by a postal card sent by mail. A second notice was given by telephone at 9:20 A. M., on April 30, 1912. Mr. Jameson disclaimed having received such notices either by postal card or otherwise. There was some further dispute as to facts and more or less argument, after which, on the suggestion of the parties, the Commission took the matter under advisement, and on the second day of January, A. D. 1913, the Commission submitted the following findings of fact, and its order, therein, to-wit:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the claim of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, against Jameson, Hevener & Griggs, of St. Paul.

This matter was submitted to the Commission for decision by an agreement between the parties, and involves a matter of demurrage on cars numbered 78278, 80704, and 18004.

Assuming, for the purpose of this case, that the Commission has jurisdiction of demurrage matters under the reciprocal demurrage law of this state, the Commission finds that these cars, all loaded with hay, arrived in St. Paul on the 22d day of April, 1910, and that the regular notification card

of their arrival was mailed to Jameson, Hevener & Griggs on that date; that they were all intra-state cars, that is, they had been shipped from points within the state of Minnesota to St. Paul, the entire haul being within the state. The respondent claims that it did not receive his card of notification. At all events, the railway company had performed its duty of notification when the card was mailed.

On May 5th, the respondent called up the railway company and asked it for a complete record of all demurrage charges it had against them, and all cars that were drawing demurrage. A list of demurrage due was furnished the respondent, but these three cars did not appear upon it, and these cars were not found by respondents until the 19th day of May. The respondent had had advice from the shippers that these cars had been shipped, and they did not ask the railway company specifically whether these cars had been received or not. The question is, whether the demand of the respondent for all demurrage charges and all cars that were drawing demurrage and the company having furnished a list which did not include these cars, relieves the respondent from paying the demurrage upon them. The Commission is of the opinion that this is a dispute in good faith between the company and the respondent, and with no intention of avoiding the demurrage law, and is inclined to relieve the respondent from payment of demurrage after May 5th.

It is Therefore Ordered, That the Chicago, St. Paul, Minneapolis & Omaha Railway Company may settle the demurrage claim in question, by acceptance of demurrage that would have accrued up to the 5th day of May, 1910, on the cars above mentioned.

By the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., January 2, A. D. 1913.

**Deere & Webber Company, Minneapolis, vs. Chicago, Milwaukee & St. Paul Railway Company—Claim for Overcharge and Other Differences**—The complaint and petition in this case were filed with the Commission on or about the 22d day of May, 1913, as follows:

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION.

Deere & Webber Company, complainant, vs. Chicago, Milwaukee & St. Paul Railway Company, defendant.

PETITION.

The petition of the above named complainant respectfully shows:

1. That it is a corporation duly organized under the laws of the state of Minnesota, for the purpose, among others, of buying and selling agricultural implements, vehicles, wagons, automobiles and similar articles, with its principal place of business in the city of Minneapolis, state of Minnesota, and that in the regular course of its business, carloads of implements and vehicles are sold for shipment to points in the state of Minnesota, situated on the lines of the defendant named above.

2. That the above named defendant is a corporation organized and existing by virtue of the laws of various states, and is engaged in the business of a common carrier, and as such, transports agricultural implements, vehicles, wagons, etc., in the state of Minnesota, from Minneapolis and other points to various points situated on its line and is subject to the jurisdiction of the Minnesota Railroad and Warehouse Commission.

3. That complainant, in due course of its business, sold a carload of implements and vehicles to be transported from Minneapolis, in the state

of Minnesota, to Edgerton, in the state of Minnesota, both stations being situated on the lines of the above named defendant.

That on April 12, 1910, having loaded C. M. & P. S. car No. 203352 and C. H. & D. car No. 45120, they were billed as a carload shipment to Edgerton, Minnesota, with a stop at Lakefield, Minn., to partly unload. Upon this shipment charges were assessed of \$99.67, on C. M. & St. P. expense bills Pro 547 and Pro 558, issued respectively at Edgerton, Minn., October 22, 1910, and at Lakefield, Minn., April 20, 1910. That charges of \$99.67 were duly assessed and collected by said defendant, and have been retained by them illegally and contrary to just and remunerative compensation for the services performed.

That on November 11, 1910, said plaintiff demanded a refund of \$15.24 of excess charges, attaching papers heretofore named, with statement of the facts set forth in a letter addressed to Mr. H. P. Elliot, freight claim agent, of said Chicago, Milwaukee & St. Paul Railway Company, at its office in Chicago. Said claim bearing the plaintiff's number 2158, which papers were duly acknowledged by said freight claim agent, Mr. H. P. Elliot, November 16, 1910, his acknowledgment bearing his claim No. B-271979.

That on June 23, 1911, said claim was supplemented, changed and amended to \$30.68, same having been found to be the exact amount of the overcharge collected by said defendant.

That said charge and collection of \$99.67 is unjust, unreasonable, improper and unlawful insofar as it exceeds the amount of \$68.99, as the actual weight of the shipment was 28,313 pounds.

That the legal and lawfully published tariff rate for the transportation of carloads of implements from Minneapolis to Edgerton, then in effect, was 22.6c per cwt., plus a sum of \$5.00 for stopping said shipment at Lakefield, Minn., for partly unloading, in accordance with said defendant's duly published tariffs.

4. Wherefore, Complainant prays that defendant may be required to answer the charges herein and that an order may be made by your honorable body, commanding said defendant to refund to said complainant all moneys collected upon said shipment, in excess of the lawful, reasonable and proper charges that should be made, collected and retained, on said shipment with interest thereon to date.

Complainant further prays that said defendant, the Chicago, Milwaukee & St. Paul Railway Company be ordered to amend their tariff applying upon the movement of carloads of agricultural implements, carloads of vehicles and mixed carloads of agricultural implements and vehicles, to be transported from one point in the state of Minnesota to another point or points in the state of Minnesota, providing that where said defendant cannot furnish a car of fifty (50) feet in length, it shall transport the shipment at the actual carload weight and rate, subject to the lawful minimum applying on a carload shipment, whether such shipment may be made in two cars smaller in size and shorter in length than a fifty foot car, or whether such shipment shall be loaded in one smaller car with the remainder shipped by local freight.

Complainant further prays for such other relief as may be found necessary in the premises.

DEERE & WEBBER CO.,  
By C. C. Webber, Pres.

A copy of the foregoing complaint was served on the defendant on May 23, 1913, with an order requiring said defendant to satisfy same within twenty days after service of notice thereof, exclusive of the day of such service, or show cause by answer why such relief should not be granted and file such answer with the Railroad and Warehouse Commission at its office in St. Paul, Minn., and mail



a copy of said answer to Deere & Webber Company, Minneapolis, Minn.

Answer was duly filed by the defendant on the 12th day of June, A. D. 1913, entering general denial of the essential allegations in the said complaint.

The Commission thereupon issued an order for a hearing to take place on Monday, June 23, 1913, at ten o'clock in the forenoon at its office in the New State Capitol, St. Paul, Minn., a copy of said notice being served on parties interested.

Pursuant to notice the hearing came on at the time and place appointed. There were present in addition to the three members of the Commission, representatives of the following named firms and corporations: Lindsay Bros., Deere & Webber Company, The Northern Rock Island Plow Company, La Crosse Implement Company; Mr. J. T. Conley appeared on behalf of the Chicago, Milwaukee & St. Paul Railway Company.

After hearing the evidence the matter was taken under advisement.

The order of the Commission followed on August 22, A. D. 1913, as follows:

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the complaint of Deere & Webber Company, complainant, vs. Chicago, Milwaukee & St. Paul Railway Company, asking the Commission to require the company to make refund for claimed excess charges in the case of a shipment of implements and vehicles from Minneapolis to Edgerton, Minn., made April 12, 1910, in cars C. M. & P. S. 203352, and C. H. & D. 45120, billed as a carload, claiming that rule 1330, Western Trunk Lines Rules Circular 1-C, same being C. M. & St. P., G. F. D. 3500-D, had been improperly applied, and asking that the rule above quoted to be amended so as to provide that when the railway company cannot furnish a car of the length ordered, it be required to transport the shipment at the carload rate, subject to the published minimum, either in two smaller cars, or by loading one smaller car and loading balance of shipment as local freight.

The case was heard by the Commission in its office at St. Paul, Minn., on June 23, 1913. On the part of the petitioners there were present F. S. Poole, of Deere & Webber Company; N. A. Lindsay and A. F. Clothier, of Lindsay Bros.; L. C. Smith, of the Northern Rock Island Plow Company, and F. A. Koors, of La Crosse Implement Co. Mr. J. T. Conley appeared on behalf of the railway company.

The Commission finds that in the matter of the refund of \$30.68 asked for transporting shipment above referred to, the rule was properly applied and that the company is not liable for refund. The request is, therefore, denied.

That in the matter of the reasonableness of Rule 1330, W. T. L. Rules Circular 1-C, same being C. M. & St. P. Tariff G. F. D. 3500-D, as follows:

"Agricultural implements and vehicles—When one car cannot be furnished to accommodate the carload minimum weight, two cars may be used, provided one of them is loaded to its full visible capacity, the carload minimum weight as provided in tariff or classification to be observed in the entire shipment. (See Exceptions.)"

The same is unreasonable and that a rule requiring the company, when it cannot furnish the length of car ordered to transport a shipment, either in two smaller cars or in one smaller car and ship the remainder of shipment as local freight, observing the published minimum and carload rate is reasonable.

It is Therefore Ordered, That the Chicago, Milwaukee & St. Paul Railway Company amend its tariff G. F. D. 3500-D so as to read as follows:

"For shipment of agricultural implements and vehicles, between points within the state of Minnesota: When a car of the length ordered cannot be furnished, the company will either furnish two smaller cars or furnish one smaller car to be loaded to its full visible capacity, and ship balance as local freight, observing carload rate and published minimum weight."

This order will be effective twenty (20) days after date.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., this 22d day of August, 1913.

The foregoing order, dated August 22, 1913, was to become effective twenty days after date thereof. Pending maturity, the attention of the Commission was called to the fact that the tariff which had been prepared by the railway company in compliance with the order of the Commission had not been printed and forwarded, by an oversight.

On the request of O. W. Dynes, commerce counsel of the company, an additional number of days was granted by the Commission to enable it to get the tariff printed and forwarded. To this end the following supplementary order was issued on September 30, 1913, as follows:

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the complaint of Deere & Webber Company, complainant, vs. Chicago, Milwaukee & St. Paul Railway Company, asking the Commission to require the company to make refund for claimed excess charges in the case of a shipment of implements and vehicles from Minneapolis to Edgerton, Minn., made on April 12, 1910, in cars C. M. & P. S. 203352 and C. H. & D. 45120, billed as a carload, claiming that Rule 1330 Western Trunk Lines Rules Circular 1-C, same being C. M. & St. P. G. F. D. 3500-D, has been improperly applied, and asking that the rule above quoted be amended so as to provide that when the railway company cannot furnish a car of the length ordered, it be required to transport the shipment at the carload rate, subject to the published minimum, either in two smaller cars, or by loading one smaller car and loading balance of shipment as local freight.

It is Hereby Ordered, That the effective date of the order herein dated August 22, 1913, be extended until September 30, 1913.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., September 30, A. D. 1913.

## RATE CASES.

**Petition by Griggs, Cooper & Company, St. Paul, et al., That the Various Railroad Companies be Permitted to Advance the Rates on Uncooked Cereals**—This matter came before the Commission in an informal manner on December 10, 1912, and involved the question of removing the various kinds of breakfast foods, in carloads, both cooked and uncooked, from the list of articles taking the grain rates. The various phases of the question were discussed and considered mostly through the medium of correspondence until early in April, 1913, when the Commission concluded that a hearing was advisable, which took place on the Order of the Commission at its office in the State Capitol at St. Paul, Minn., on the 29th day of April, A. D. 1913, at ten o'clock in the forenoon, upon due notice to all parties interested.

Owing to the enforced absence of members of the Commission it became necessary to adjourn the meeting to May 7, 1913, at ten o'clock in the forenoon, at which time the matter came up for consideration, all members of the Commission being present.

Appearances in behalf of the petitioners are indicated in the order of the Commission, which was published on the 11th day of August, A. D. 1913, to-wit:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE STATE OF MINNESOTA.**

In the matter of the application of Griggs, Cooper & Company, et al., to increase the rates on uncooked cereals.

This is an application by Griggs, Cooper & Company, and other Twin City wholesalers, to allow the railroad companies to advance carload rates on cereal products of grain, or reduce the less than carload rates on such cereals.

The case was heard before the Commission on May 7, 1913, all Commissioners being present. The appearances were as follows:

J. W. Cooper, for Griggs, Cooper & Co., St. Paul, Minn.

T. A. McGrath, T. D. Association of Commerce, St. Paul, Minn.

W. P. Trickett, T. D., Civic and Commerce Association, Minneapolis, Minn.

S. R. Mather, for Cream of Wheat Co., Minneapolis, Minn.

Rome G. Brown, attorney Cream of Wheat Co., Minneapolis, Minn.

W. L. Freeman, Freeman Food Co., St. Cloud, Minn.

Hugh Evans, St. Cloud Grocery Co., St. Cloud, Minn.

W. H. Cleary, Brainerd Grocery Co., Brainerd, Minn.

R. G. Brown, A. G. F. A., C. R. I. & P. Ry. Co., Minneapolis, Minn.

L. Richards, Quaker Oats Co., Chicago, Ill.

H. E. Still, A. G. F. A., N. P. Ry. Co., St. Paul, Minn.

H. H. Brown, A. G. F. A., G. N. Ry. Co., St. Paul, Minn.

E. B. Ober, A. G. F. A., C. St. P., M. & O. Ry. Co., St. Paul, Minn.

W. R. Nash, Thief River Falls Grocery Co., Thief River Falls, Minn., and for Finch-Winslow-Carlisle Co., Crookston, Minn.

J. W. Bragdon, for Winston-Harper-Fisher Co., Minneapolis, Minn.

T. J. Burke, for Northern Grocery Co., Bemidji, Minn.

J. T. Conley, A. G. F. A., C. M. & St. P. Ry. Co., Minneapolis, Minn.

This is the first application the Commission has ever had from shippers to raise rates. Such applications generally come from the carriers, and are based on the necessity of increase in revenue or the fact that the carrier believes that the freight article is not bearing its just proportion of the burden. In both state and interstate tariffs, uncooked cereals in carload lots take the rate of the grain from which it is produced. The Commission is of the opinion that there is some merit in the contention that the higher priced manufactured article should pay a higher rate than the grain from which it is made. A change in the present adjustment is strongly opposed by the country jobbers, who say they are satisfied with the present adjustment, no doubt fearing that a change would be to their disadvantage in favor of the Twin City jobbers, but if a change of rates should be deemed just, they could be so arranged as to protect all interests. This is a question which this Commission cannot settle, as the tonnage moving interstate is probably a hundred times greater than the state tonnage. A rule applying to Minnesota alone would only lead to injustice and confusion, and still leave the question unsolved.

The application is denied until the question has been passed upon by the Interstate Commerce Commission.

(Seal.)

By the Commission,  
A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., August 11, A. D. 1913.

**"Set Back Charges"**—On September 28, 1911, Mr. G. P. Lyman of the Chicago, Burlington & Quincy Railroad Company, acting in behalf of all lines comprising the Northern Committee, requested authority from the Commission to publish a switching charge of \$1.50 per car for setting back cars of grain to elevators, in those cases where they had been allowed to run by or were held over for orders.

Opposition to the rule proposed by the carriers became manifest on account of the fact that it was somewhat indefinite and in order to arrive at a proper solution of the questions at issue a conference was held in the office of the Commission on October 10, 1912, and as a result thereof the Commission made its order of March 10, 1913, as follows:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the so-called set back charges.

A conference in this matter was held before the Commission on the 12th day of October, 1912. Testimony was taken before Commissioner Staples. After due consideration, the Commission is of the opinion that the following rules should prevail:

1. When grain is set for unloading at an industry to which it has been ordered and is ordered therefrom without unloading, and is subsequently ordered back to the same industry, a charge of \$1.50 per car will be assessed.

This will not apply to cars which are ordered held or carded "hold" by the owner for re-inspection or other cause.

2. All grain loaded out of an elevator and moved therefrom for local consignment or line forwarding, and subsequently ordered back to the same industry, a charge of \$1.50 per car will be assessed except where as a result of state inspection, the car must be unloaded. It is Ordered, That railroad companies interested, shall observe the foregoing rules.

(Seal.)

By the Commission,  
A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., this 10th day of March, 1913.

Note: The foregoing rules shall be published and given a fair trial, and if found burdensome, a rehearing will be granted.

This order, after having had a fair trial, appeared to some of the carriers to be burdensome and a re-hearing of the case was requested, whereupon the Commission appointed Monday, July 21, 1913, at its office in St. Paul, Minn., for the purpose. The hearing came on as appointed and was subsequently continued until Tuesday, August 5, 1913. At this time all parties interested seemed to have arrived at an agreement as to what was a reasonable rule, pursuant to which the Commission, on August 8, 1913, made its order in the premises, which is hereto annexed.

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the so-called "set-back" charges.

On the 10th of March, 1913, the Commission adopted reasonable rules governing the so-called "setback" charges and the same were made effective by all railroads in this state. Thereafter interested parties objected that the rules as made were burdensome and at a further conference held on April 4, 1913, the Commission ratified the rules as made, but gave the railroads and shippers three months in which to try them out. That time having expired, the parties again appeared before the Commission with an application to modify the rules.

At a hearing held at which all interested parties were present it was suggested that the railroads and shippers agree upon rules which could be fair to both. This suggestion was adopted and all interested parties have agreed to the rules hereinafter set forth, which the Commission finds to be reasonable.

It is Therefore Ordered, That the rules adopted by the Commission on March 10, 1913, be vacated and the following substituted:

Rule No. 1—When a car is set for unloading at an industry to which it has been ordered and is ordered therefrom without unloading or "run through" and is subsequently set back to the same industry, a charge of \$1.50 per car will be assessed.

Exception. This will also apply to all cars ordered "hold" except, cars which are ordered or carded hold while still in the hold yards of the delivering roads, previous to the completion of the switching service by the setting of the cars on the unloading tracks of the industry to which ordered.

Rule No. 2—All grain loaded out of an elevator and carded, when moved therefrom and ordered back to the same industry, a charge of \$1.50 per car will be assessed, except where as a result of state or official inspection the car must be unloaded.

**Note**—This exception applies only on cars on which the final disposition is given on the date loaded and where such cars are actually moved before inspection and provided cars have not left rails of line on which cars have been loaded.

It is Further Ordered, That all railroad companies interested shall observe the foregoing rules.

(Seal.) By order of the Commission,

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., August 6, A. D. 1913.

**George A. Hormel & Company vs. Chicago, Milwaukee & St. Paul Railway Company—Rates on Interstate Shipments of Packing House Products**—In May, 1912, George A. Hormel & Company filed a complaint with the Interstate Commerce Commission protesting against an increase in rates on fresh meats and packing house products to Eastern destinations and at the same time solicited the good offices of the Minnesota Commission by intervention in their behalf.

This the Commission agreed to do and filed a petition of intervention with the Interstate Commerce Commission on May 15, 1912, and thereafter assisted the complainant in the case so far as it was consistent to so do.

Hearing before the Interstate Commerce Commission was held in Chicago on July 8, 1912, and at a later date briefs were filed.

February 3, 1913, the Interstate Commerce Commission rendered its decision in favor of Hormel & Company and awarded them due reparation.

A rehearing took place on April 29, 1913, at the request of the Minneapolis & St. Louis Railroad Company, Chicago, Rock Island & Pacific Railway Company, Chicago, St. Paul, Minneapolis & Omaha Railway Company, and the Minneapolis, St. Paul & Sault Ste. Marie Railway Company, who were severally granted permission to intervene, and later Swift & Company was included, and on September 13, 1913, the question was reheard in Chicago before Examiner Settle and later briefs were filed by the respective parties.

The decision in the case had not been reached at the time of closing this report.

**Minnesota Wool Growers' Association vs. Chicago, Rock Island & Pacific, and Chicago, Milwaukee & St. Paul Railway Companies—Rates on Wool**—On May 22, 1912, Mr. Magnus Brown, of Farmington, president of Minnesota Wool Growers' Association, made a

verbal complaint to the Commission, alleging the unreasonableness of the present rates on wool.

This was supplemented on June 29, 1912, by the filing of formal complaints, but before proceeding to a hearing, a conference was arranged between the interested parties, which was held in the office of the Commission on July 26, the outcome of which was the settlement of the Farmington-Boston rate question.

The filing of a formal complaint followed, which was succeeded by an order of the Commission and served on the Chicago, Rock Island & Pacific, and Chicago, Milwaukee & St. Paul Railway Companies on August 16, 1913, requiring them to satisfy the complaint or file answer thereto within twenty (20) days. Both companies filed answers denying the allegations set forth by the complainants, whereupon a hearing was ordered to take place in the office of the Commission on September 26, at ten o'clock in the forenoon, but subsequently postponed until October 1, 1913, at which time the matter came on for hearing, all members of the Commission being present. Other appearances were as follows:

Magnus Brown and A. L. Sayres, of Farmington, in behalf of complainants the Chicago, Milwaukee & St. Paul Railway Company, by J. T. Conley, assistant general freight agent, and the Chicago, Rock Island & Pacific Railway Company, by Mr. R. G. Brown, assistant general freight agent. After the testimony was received briefs were submitted by the representatives of the companies.

Mr. Magnus Brown, representing complainants, on his request was granted permission to file an answer, which was received at a later date.

On June 9, 1913, the Commission made its order as follows:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

Magnus Brown, individually, and the Minnesota Wool Growers' Association, complainants, vs. Chicago, Milwaukee & St. Paul, and Chicago, Rock Island & Pacific Railway Companies, respondents.

This matter came on for hearing before the Commission on the 1st of October, 1912, all Commissioners being present, and was finally submitted on briefs early in February, 1913. After considering the evidence, the Commission finds:

That the Chicago, Milwaukee & St. Paul Railway Company, hereinafter called the St. Paul Company, is a corporation existing under the laws of the state of Wisconsin, and is operating a line of railway in the state of Minnesota between St. Paul, Minneapolis, Minnesota Transfer and the state line of South Dakota, and the state line of Iowa, and to Chicago, in the state of Illinois, and that one of its said lines passes through a station in Dakota county, Minnesota, known as Farmington.

That the Chicago, Rock Island & Pacific Railway Company, hereinafter known as the Rock Island Company, is a corporation existing under the laws of the states of Illinois and Iowa, and is operating a line of railway from St. Paul, Minneapolis and Minnesota Transfer, in the state of Minnesota, to the Iowa state line in Freeborn county, Minnesota, and that said railway line passes through a station in Dakota county known as Farmington that the entire haul between Farmington, Dakota county, Minnesota, and St. Paul, Minneapolis and Minnesota Transfer, on the lines of both respondents, is wholly within the state of Minnesota.

That the complainant, Magnus Brown, is a citizen of the state of Minnesota, living at Farmington, and that the complainant, Minnesota Wool Growers' Association, is a voluntary association of wool growers of the state of Minnesota, and has a concentrating plant at Farmington, and is shipping wool into and out of Farmington on the lines of both of said railway companies, between points in this state where the haul is wholly within the state of Minnesota.

That both of said carriers are parties to what is known as Western Classification No. 50, and Western Trunk Line Rule Circular 1-H, Supplement No. 4; that in said classification, wool in the grease, not scoured, in sacks, or bales, in 1. c. 1. lots is classified as second class, and both of said respondents are maintaining a rate of 20c per 100 lbs. in less than carloads, between Farmington and St. Paul, Minneapolis and Minnesota Transfer, a distance of 26 miles; that the Commission finds that said rate of 20c per 100 lbs. between said stations is unreasonable and unjust, and that a rate of 16c per 100 lbs. is a reasonable rate for wool in the grease, not scoured, between St. Paul, Minneapolis, Minnesota Transfer and Farmington, on the line of both respondents' roads.

The Commission finds that respondents are maintaining a rate on wool in the grease, not scoured, in sacks, in carload lots, between St. Paul, Minneapolis, Minnesota Transfer and Farmington, of 12c per 100 lbs. with a minimum of 24,000 lbs., for a car 36 feet 6 inches in length (subject to Rule 6-B of Western Classification); that the rate of 12c is a reasonable rate, but the minimum of 24,000 pounds for wool grown in Minnesota and such as is shipped by the complainants from St. Paul, Minneapolis, and Minnesota Transfer, to Farmington, is an unreasonable minimum, and that a reasonable minimum for such wool and such shipments is 20,000 lbs. for such a car (subject to Rule 6-B of Western Classification).

It is Therefore Ordered, That within thirty (30) days after the service of this order upon them, each of the respondents put into effect a rate of twelve cents (12c) per hundred pounds on wool in the grease, not scoured, in sacks, carloads, between St. Paul, Minneapolis and Minnesota Transfer and Farmington, with a minimum of twenty thousand (20,000) pounds on cars 36 feet 6 inches in length (subject to Rule 6-B, Western Classification), and that said respondents also make and publish a rate between said stations of St. Paul, Minneapolis, Minnesota Transfer and Farmington of sixteen cents (16c) per hundred pounds for wool in the grease, not scoured, in sacks, in less than carloads.

By order of the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., June 9, A. D. 1913.

**Application of Duluth & Iron Range Railroad Company, and Duluth, Missabe & Northern Railway Company, for Permission to Withdraw from Western Trunk Line Rules Circular Relative to Applying Lumber Rates on Ties**—This application led to a protest from interested shippers and a hearing was ordered on the question, to be held at the Spaulding Hotel, Duluth, on January 7, 1913,



at the same time that other hearings were held covering the question of rates on forest products.

As the result of this hearing the Commission issued the following order, which closed the case.

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Duluth & Iron Range Railroad Company and the Duluth, Missabe & Northern Railway Company, for permission to advance rates on ties.

This case having been duly heard by the Commission, it is found:

That this Commission did on the 27th day of July, 1912, grant authority for the Duluth & Iron Range Railroad Company and the Duluth, Missabe & Northern Railway Company to withdraw from the application of Rule 840 of Western Trunk Line Rule Circular 1-H, subject to a hearing, upon complaint made by shippers; that said Rule 840 made lumber and tie rates the same; that the effect of such withdrawal was to make the rates on ties higher than the rates on lumber; that the Commission, having duly considered the question, is of the opinion that the rates on ties and lumber should be the same, both on local and joint shipments, and that said rate is a reasonable one.

It is Therefore Ordered, That the Duluth & Iron Range Railroad Company and the Duluth, Missabe & Northern Railway Company be, and the same are hereby required to maintain the same rates on ties as are maintained on lumber, both on local and through state shipments.

By order of the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., January 11, A. D. 1913.

**Application for Commutation Rates Between Minneapolis and Glen Lake, Baker and Tonka Wood**—This case was presented to the Commission on October 31, 1912, in an informal manner by various residents along the line of the Twin City Rapid Transit Company's Minnetonka line.

A similar question was before the Commission in a former case and hence no hearing was deemed necessary, as it was passed upon by the Commission after due consideration of the testimony taken at the former hearing.

On December 14, 1912, the Commission made an order, copy of which follows herewith:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application made for commutation rates by Glen Lake, Baker, Tonka Wood, points on the line of the Minneapolis & St. Paul Suburban Railway Company.

This question has been presented to the Commission, without a formal hearing, the facts having been ascertained by personal examination and testimony taken at former hearings.

These stations are located upon the line of the Minneapolis & St. Paul Suburban Railway Company. The carrier issues a 25-ride 18c commutation ticket from points on Lake Minnetonka to Minneapolis, and a 25-ride 12c commutation ticket from Hopkins to Minneapolis. These tickets are good in either direction, and the petitioning stations are located between Hopkins and Lake Minnetonka. No commutation tickets are issued to any of these intermediate points, and the single fare to or from Minneapolis is, in all cases, higher than the commutation rates from Hopkins or Lake Minnetonka points. However, the people at these points are permitted to buy the commutation tickets, and many of them do. The single fare from Glen Lake, Baker and Tonka Wood is 20c to Minneapolis and 5c to Hopkins. Residents pay the local fare to Hopkins, and use the commutation ticket from there, thus making the through fare 17c.

The right of the railway company to issue commutation tickets, is given by statute (section 2010, Revised Laws of 1905), confirmed by practice, and upheld by the courts. It has been discussed by this Commission in the cases of

Hursh vs. G. N. Ry. Co., and

Jos. A. Hosp, ex rel, vs. Minneapolis & St. Paul Suburban Ry. Co.

The Commission is without power to compel a railway company to charge less than the statutory passenger rates, or to issue commutation tickets, unless a discrimination is given to persons or communities. In order to be a legal discrimination, it must be found that the stations of Baker, Glen Lake and Tonka Wood are in substantially the same circumstances and condition as Hopkins and Lake Minnetonka points. If that fact cannot be established, then the company is not engaged in an illegal discrimination by issuing commutation tickets to the people of Hopkins. Hopkins is a manufacturing city of some three thousand inhabitants, and these intermediate stations are merely rural communities, while Lake Minnetonka stations are prominent suburban points, and the rates are in competition with steam railroads. While the railway company should, in justice, do everything it can to encourage patronage upon its line, and the development of suburban country, yet this Commission cannot compel it to issue commutation tickets to these intermediate points, because no legal discrimination is being exercised.

(Seal.)

By the Commission,  
A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., December 14, A. D. 1912.

**Application of Western Trunk Line Committee for Authority to Advance the Minimum Weight on Special Refrigerator Equipment**—This is an application by W.H. Hosmer, chairman of the Western Trunk Line Committee, filed December 12, 1912, for authority to amend rule 3010 of Western Trunk Line Rules Circular 1-I, so as to provide that where shippers could not avail themselves of the regular scheduled refrigerator service, special cars would be furnished subject to a minimum weight of 15,000 pounds, instead of the former minimum of 10,000 pounds.

On bringing this question to the attention of the traffic associations of the Twin Cities, serious objections were made to the proposed change and in order to secure a full expression of opinion on the question, a hearing was ordered to be held in the office of the Commission on January 3, 1913.

At this hearing all members of the Commission were present, also a large representation of shippers and railway officials. Considerable testimony was offered and statements were afterwards filed by a number of the carriers and shippers.

On January 28, 1913, the Commission made its order as follows, to-wit:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application of the Western Trunk Line Committee, for authority to correct Item 3010, appearing in Circular 1-I.

This is an application by the Western Trunk Line Committee, to change its Circular 1-I, by making item 3010 read as follows:

"When a shipper cannot avail himself of the regular scheduled refrigerator car service, refrigerator cars may be furnished, provided the shipper is willing to pay charges based on minimum of 15,000 lbs., at the less-than-carload rates, and in event of shipment consisting of articles of two or more classes, and the amount loaded does not equal 15,000 lbs., the minimum charge to equal 15,000 lbs., will be made upon basis of lowest rated article contained in the car.

Under such circumstances, no charge will be made for initial icing or re-icing.

"The above will not apply on 'Peddler' cars."

After receiving this application, notice was given to the Western Trunk Line Committee and to carriers interested in this state, and a hearing was held at the office of the Commission on the 2d day of January, 1913, at which time, there appeared for the Western Trunk Line Committee and the several carriers, the following:

J. T. Conley, A. G. F. A., C. M. & St. P. Ry. Co.  
G. R. Merritt, Gen. Agt. Refrigerator Car Dept., N. P. Ry. Co.  
O. F. Spindler, A. G. F. A., C. G. W. R. R. Co.  
W. D. Burr, A. G. F. A., C. St. P. M. & O. Ry. Co.  
G. P. Lyman, A. G. F. A., C. B. & Q. R. R. Co.

Interested parties appeared as follows:

F. W. Burton, A. T. D., Civic and Commerce Assn., Minneapolis.  
G. A. McGillis, of E. P. Stacy & Sons, Minneapolis.  
D. F. Gamble, of Gamble-Robinson Co., Minneapolis.  
A. B. Lloyd, of S. G. Palmer & Co., Minneapolis.  
T. A. McGrath, of St. Paul Assn. of Commerce.  
J. B. Redpath, of Dore & Redpath, St. Paul.  
L. H. Tubbesing, of Tubbesing & Nelson, St. Paul.  
J. W. Fillebrown, J. W. Fillebrown & Co., St. Paul.  
R. L. Gould, of R. L. Gould & Co., St. Paul.  
W. J. Hjorth, St. Paul.  
T. R. Jones, of Swift & Co.

After hearing the evidence, the railroad companies were given until January 15, 1913, to file further and additional statements with the Commission. Such information and statements having been duly filed, and the Commission having considered all the evidence, it finds that the present rule of the Western Trunk Line Committee is just and reasonable and that no good reason was given or showing made in the evidence why the change asked for by the Western Trunk Line Committee to change the minimum from ten to fifteen thousand pounds should be granted.

It is Therefore Ordered, That said application be and the same is hereby denied, and that the minimum in said rule, so far as it applies to Minnesota, is held to be reasonable.

(Seal.)

By the Commission,  
A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., January 28, A. D. 1913.

**Complaint of Twin City Brick Co. vs. Northern Pacific Railway Company**—On February 21, 1913, the Twin City Brick Company filed a complaint against the Northern Pacific Railway Company alleging the unreasonableness of the rate on brick from St. Paul to Duluth and asking that a rate of four cents per hundred pounds be established in lieu thereof.

An order to show cause was served upon the railway company and their answer denying the claim of the brick company was made on March 11, 1913.

Thereafter on April 20, 1913, a hearing was ordered to be held in the office of the Commission on Tuesday, May 13, 1913, at ten o'clock, which date was afterwards changed to May 16, 1913, at the same hour and place.

Pursuant thereto the hearing took place at which there were present Commissioners Mills and Elmquist. Additional appearances were H. E. Still, assistant general freight agent, Northern Pacific Railway Company; B. G. Dahlberg, E. E. Watson and W. S. Smith, representing the Twin City Brick Company. The testimony was taken by G. G. Grant. Numerous exhibits were filed and arguments made.

On June 2, following, the Commission made its order as follows, to-wit:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of Twin City Brick Company, for reduction by Northern Pacific Railway Company in the rate on brick between St. Paul and Duluth, Minn., from 6¼c to 4c per hundred pounds.

This petition was duly heard before the Commission on the 16th day of May, 1913, all members being present. The company was represented by E. E. Watson, attorney, B. G. Dahlberg, rate expert, and W. S. Smit, manager. The railway company was represented by H. E. Still, assistant general freight agent. After considering the facts, the Commission finds:

1. That the Twin City Brick Company is a corporation existing under the laws of the state of Minnesota, with its principal place of business upon the tracks of the Chicago, St. Paul, Minneapolis & Omaha Railway Company at St. Paul, Minn., and is engaged, among other things, in the manufacture, sale and shipping of brick.

2. That the Northern Pacific Railway Company is a common carrier organized and existing under the laws of the state of Wisconsin and operates a line of railway between St. Paul and Duluth, both being stations in the state of Minnesota.

3. That the brick company manufactures a superior quality of facing brick, and that a large amount of brick of that kind is used in Duluth and vicinity. The principal competitor of said brick company is located at St. Louis, Mo., and other competing points are found in Illinois, Indiana and Ohio. About eighty per cent of the facing brick used in Duluth is shipped from St. Louis, Mo. The rate from St. Louis to Duluth, a distance of 764

to 16c per hundred pounds. The rate from St. Paul to Duluth, a distance of 150 miles, is 6¼c. Uncontradicted testimony shows that it costs considerable more to manufacture a thousand facing brick in St. Paul than in St. Louis on account of the higher price and kind of coal used, quality of clay, labor and general factory expense. According to the facts presented, it costs St. Louis manufacturers \$13.63 to deliver a thousand brick in Duluth, while it costs St. Paul concerns \$15.03. Two years ago, the petitioner sold large quantities of brick in the Duluth market, but lately its competitors have had a large advantage in the amount consumed there.

4. Brick moves in Minnesota under Class E, brick distance rates, and specific commodity rates. The commodity rates are made to suit particular conditions and are lower than the other brick rates. The commodity rate from Red Wing to St. Paul, 41 miles, is 3c; from Menomonie, Wis., to St. Paul, 66 miles, over the Chicago & Northwestern, and 112 over the Chicago, Milwaukee & St. Paul Railway, is 2½c; from Chaska to St. Paul, 34 miles, is 3c; from Shakopee to St. Paul, 60 miles, 3c; whereas the rates under the brick distance tariff for similar distances on the northern lines are as follows:

34 miles.....	4c	per hundred
41 miles.....	4c	per hundred
60 miles.....	5c	per hundred
66 miles.....	5c	per hundred
100 miles.....	5½c	per hundred
150 miles.....	7c	per hundred

5. Brick moves under 50,000 pound minimum and 6¼c rate from St. Paul to Duluth and yields an average revenue per car of \$31.25. A large number of commodities, many of them being of higher value, move between St. Paul and Duluth at a lower revenue per car. While many of these commodities move under a lower minimum than brick, yet the earnings per car may be considered as bearing upon the question of the reasonableness of the rate between the same points. Brick is regarded as a low class commodity, and there is no good reason why the carrier should demand a higher earnings per car than it does in handling a large variety of higher class freight between the same points.

6. The Commission finds that in this particular case, a rate of 6¼c per hundred pounds for brick moving between St. Paul and Duluth, is unreasonable and unjust, in and of itself, and that a just and reasonable rate should be 4.75c per hundred pounds. This will yield \$23.75 per car, with a minimum of 50,000 pounds. As a matter of fact, most of the shipments exceed the minimum weight.

7. In fixing this 4.75c rate, the Commission has not determined what is a reasonable rate for 150 miles, in all directions in the state. It is made to meet existing traffic conditions between the Twin Cities and Duluth. If the Northern Pacific Railway Company does not secure a substantial business under this rate, it may petition the Commission to reopen the case for further consideration.

It is Therefore Ordered, That the Northern Pacific Railway Company do, and it is hereby directed to publish a rate of 4.75c per hundred pounds on brick applying between St. Paul and Duluth, and that this order be made effective from and after the 20th day of June, A. D. 1913.

By Order of the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., this 2d day of June, 1913.

On June 19, 1913, the Northern Pacific Railway Company applied for a rehearing of the case, pursuant to which the Commission fixed on Friday, July 18, 1913, at ten o'clock A. M., in the office of the Commission, for the purpose of taking further testimony. Addi-

tional testimony was presented by both complainant and respondent and at the close of the hearing the case was taken under advisement, resulting in the issuance of an order on August 13, 1913, which modified and eventually set aside the order of June 2, 1913. On September 26, 1913, it was found necessary for the Commission to issue a corrected order on account of a defect in the preceding one. The final order follows, to-wit:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

**Twin City Brick Company, complainant, vs. Northern Pacific Railway Company, respondent.**

In this case, the order of the Commission was based on the fact that the rates of respondent were so adjusted that complainant was at a disadvantage with St. Louis in shipping brick to Duluth, on account of the lower cost of manufacture at St. Louis. The Commission did not find what was a reasonable rate from St. Paul to Duluth for the carrying of brick. On the evidence produced at the first hearing, the Commission was justified in finding that the complainant was at such disadvantage. The evidence on that question was all one way. The company made no effort to refute it. If the company were taken by surprise in this showing, it should have asked the Commission to allow it time to investigate the question.

The Commission believes that it is its duty to protect Minnesota manufacturers in state markets as against unjust and unreasonable preferences of outside rate adjustments. Under the law, as it now stands, it is able to do this. On the request of the respondent, the case was reheard, without vacating or staying the Commission's order, and on such rehearing, from the evidence introduced, the Commission finds it was mistaken in the fact that the rates discriminated against complainant in favor of St. Louis or any other place. In the meantime, relying on the Commission's order, complainant made a contract to deliver brick in Duluth, and the Commission believes the rate in its order should be protected for a sufficient time to allow the complainant to make the delivery under its contract, which will be October 1st, 1913.

It is Therefore Ordered, That the order of June 2, 1913, be continued in effect until October 1, 1913, and after that date, it be in all things set aside.

(Seal.)

By the Commission,  
**A. C. CLAUSEN,**  
Secretary.

Dated at St. Paul, Minn., August 13, A. D. 1913.

On September 26, 1913, the Commission found it necessary to issue an additional order for the purpose of clearing up a misinterpretation of the original order by both parties to the case, particularly as to its reference to Finding No. 6 in said original. The final disposition of the matter will be found in the order of the Commission as hereinafter set forth:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

**Twin City Brick Company, complainant, vs. Northern Pacific Railway Company, respondent.**

The order of the Commission in this case, of August 13, 1913, and which was supplementary to the order of June 2, 1913, seems to be misunderstood

by both parties, and this order is made with the idea of fully disposing of the case.

Finding No. 6 in the original order of June 2, was based upon the evidence as it then appeared in the case. The governing evidence that led the Commission to make the finding that the rate from St. Paul to Duluth on brick was unreasonable, in and of itself, and that 4.75c per 100 pounds would be a reasonable rate, was the evidence of the disadvantage of the complainant in the manufacture of brick as against St. Louis.

The evidence adduced at the second hearing, clearly convinced the Commission that the manufacturers of brick in St. Louis were receiving no advantage in the matter of rates over St. Paul, and for that reason, it is found by the Commission, taking the whole evidence into consideration, that it is not sufficient to determine at this time what would be a reasonable rate to establish on brick between St. Paul and Duluth over respondent's line.

It is the duty of the Commission, under chapter 90 of the Laws of 1913, to fix rates on all commodities in the state, brick among them. The Commission will, under the provisions of that law, find what is a reasonable rate for brick for the distance between St. Paul and Duluth, as well as for all other distances on respondent's line. The respondent has filed brick rates under the order of June 2, in accordance therewith, and the order of the Commission of August 13, continued those rates in effect until the 1st day of October, 1913, and they will so continue in effect under this order.

It is therefore Ordered, That finding No. 6 of the order of June 2, 1913, be and the same is evidence that the complaint in this case be and the same is hereby dismissed, and the relief therein asked for be denied. This order will take effect on the 1st day of October, 1913, and respondent may change its tariffs to take effect on that date. This order shall in no way be considered as determining the reasonableness of brick rates for any distances on respondent's line in this state.

By order of the Commission,  
A. C. CLAUSEN,  
Secretary.

(Seal.)

Dated at St. Paul, Minn., September 26, A. D. 1913.

**Petition from All Railway Companies Constituting the Northern Committee for a Modification of the Minimum Weights Prescribed by Chapter 232, G. L. 1907**—On June 26, 1913, the Commission received a communication supplemented by a verbal request and argument from H. M. Pearce, traffic manager, Chicago, St. Paul, Minneapolis & Omaha Railway Company, as chairman of a committee representing all carriers in this territory, asking for modifications in the minimums prescribed by chapter 232, G. L. 1907.

After considering the question in the light of various figures and statements prepared in their office, the Commission made the following order:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application of Chicago, Burlington & Quincy Railroad Company, Chicago, Great Western Railroad Company, Chicago, Milwaukee & St. Paul Railway Company, Chicago & Northwestern Railway Company, Chicago, Rock Island & Pacific Railway Company, Chicago, St. Paul, Minneapolis & Omaha Railway Company, Great Northern

Railway Company, Minneapolis & St. Louis Railroad Company, Minneapolis, St. Paul & Sault Ste. Marie Railway Company, Northern Pacific Railway Company, for the establishment of reasonable minimums to be used for the shipment of commodities.

This application was duly heard by the Commission on Thursday, June 26, A. D. 1913, all members being present.

The carriers affected by this order were enjoined from putting into effect the rates and minimums fixed by chapter 232 of the Laws of 1907, known as the Commodity Rate Law. The rates fixed therein were found to be reasonable by the United States Supreme Court in what is known as the Minnesota Rate Cases. The carriers, having expressed a willingness to file tariffs covering the provisions of said Commodity Rate Law, now apply for a change in the minimum weights fixed by section 3 of said act so as to correspond with the minimums now in effect in this state. A part of said section reads as follows:

"In order to constitute a carload within the meaning of said act, the weight of the commodities in any one car shall be outlined as follows: Classes 11 and 12, 24,000 lbs.; Class 13, 20,000 lbs.; Class 14, 19,000 lbs.; Class 15, 15,000 lbs., and Classes 16 and 17, 30,000 lbs."

On February 26, 1909, the Commission, after a full consideration, made an order fixing the minimum carload weights on cattle, hogs and sheep, which order is still in effect.

The Commission has also approved the reasonableness of the minimums on lumber by consenting to Rule 1930 of the Western Trunk Line Rules Circular 1-J, which also applies to posts and poles.

The Commission has also passed upon the reasonableness of the minimum weights on carload shipments of flour by denying the application to increase the minimum from 24,000 to 30,000 pounds. This question is before it again and a formal hearing will be held in the near future.

For many years the carriers have carried grain on minimum weights governed by the marked capacity of the car, against which practice there has been no complaint. This is equally true with reference to the minimums on coal, which provides that the minimum weight will be either the marked capacity of the car, in cars of 40,000 pounds capacity or less, and 10 per cent. less than the marked capacity of cars, but not more than 72,000 pounds, in cars of over 40,000 pounds capacity, and that shipments in ore or gondola cars shall move at actual weight when cars are loaded to full visible capacity.

These minimums have been in effect a long time, without complaint. From the foregoing it is clear that the minimum weights fixed in section 3 of the Commodity Rate Law are unreasonably low and were made without regard to the conditions prevailing at the time the legislation was under consideration, or to the actual necessities of the carriers and shipping public.

Section 5 of said act gives the Commission authority to fix higher or lower rates for the transportation of any of the commodities mentioned in said act, and this necessarily includes the right to fix higher or lower minimums for carload shipments.

After full consideration, the Commission is of the opinion that the minimum weights provided in section 3 of said act are too low, and that the minimums now charged in this state for the hauling of the commodities fixed in said law (with the exception of flour) are just and reasonable, and the carriers are hereby given permission to file commodity tariffs with the minimum weights which are now being charged by the said carriers for hauling between stations in Minnesota the commodities covered in Classes 12, 13, 14, 15, 16 and 17 of chapter 232 of the Laws of 1907.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., June 30, A. D. 1913.



This apparently closed the case in a satisfactory manner, no further complaint having subsequently been received.

**Application for An Order Requiring the Great Northern Railway Company to Put in Force the Statutory Rates on Grain from Comstock to Minneapolis**—Mr. D. Askegaard, of Comstock, Minn., made an informal complaint to the Commission on August 28, 1913, with reference to the rates on grain from Comstock to Minneapolis. The Commission brought the case to the attention of H. A. Jackson, assistant traffic manager of the Great Northern Railway Company, but no satisfactory answer being received the railway company and F. H. Peterson, attorney for the complainant were advised on September 15, 1913, that a hearing would be held on Friday, September 19, 1913, in the office of the Commission at ten o'clock in the forenoon.

Pursuant to notice the hearing took place as appointed, all members of the Commission being present. The Great Northern Railway Company was represented by E. C. Lindley, general solicitor, and H. H. Brown, A. G. F. agent the complainant appeared by F. H. Peterson of Moorhead, his attorney. Arguments were submitted by the respective attorneys, after which the matter was taken under advisement.

On October 3, 1913, the Commission made its order as follows:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of David Askegaard of Comstock, for an order of the Commission requiring the Great Northern Railway Company to put in force the Minnesota Statutory Commodity Rates, on grain, from Comstock to Minneapolis.

This matter came on for hearing before the Commission on the 19th day of September, 1913. Senator F. H. Peterson, of Moorhead, appeared for the petitioner, and E. C. Lindley, general solicitor, for the respondent.

The facts in the case are as follows:

The petitioner resides at Comstock, Clay county, Minnesota, and produces and deals in grain. Comstock is served by respondent's railroad, which extends from that station to Minneapolis, via Wahpeton, N. D., and Breckenridge, Minn., a distance of 234 miles. Seven miles of this route passes through the state of North Dakota, the remaining mileage being entirely within the state of Minnesota. Respondent's road also extends from Comstock to Minneapolis, via Moorhead, entirely within the state of Minnesota, the distance being 246.2 miles.

The rate on wheat, fixed by chapter 136 of the General Laws of 1909, for the distance from Comstock to Minneapolis, via Wahpeton, N. D., and Breckenridge, Minn., is 10c per hundred pounds, and on coarse grains, named in Classification 12 of said chapter 136, 8.8c per hundred pounds. The rate via Moorhead on wheat, under said chapter is 10.2c per hundred pounds, and on coarse grain 8.9c per hundred pounds. Respondent has filed

tariffs with this Commission and the Interstate Commerce Commission making a rate on wheat and coarse grain from Comstock to Minneapolis of 10.5c per hundred pounds, and has filed no tariffs covering rates from Comstock to Minneapolis, via Moorhead. The rates so fixed from Comstock to Minneapolis, via Wahpeton, N. D., are the same as charged from Wahpeton, N. D.

It is claimed by petitioner that respondent's line was built to take the place of a line formerly running from Breckenridge to Barnesville, and, on account of engineering difficulties, was incidentally built through North Dakota, and for that and other reasons, the travel from Wahpeton, N. D., is not interstate commerce. Without deciding whether the rate from Comstock via Wahpeton, N. D., to Minneapolis, is state or interstate, the Commission finds:

That petitioner is entitled to a rate of 10.2c per hundred pounds on wheat, and 8.9c per hundred pounds on coarse grain, named in Classification 12 of chapter 136 of General Laws of 1909, via Moorhead to Minneapolis, and

It is Therefore Ordered, That the respondent forthwith publish such rate from Comstock to Minneapolis, and file tariffs with the Commission accordingly.

(Seal.)

By the Commission,  
A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., October 3, A. D. 1913.

The publication of the rates named in this order by the Great Northern Railway Company closed the case.

**Application by the Red Lake Falls Milling Co., for an Order Permitting the Transfer of Certain Grain and Transit from Red Lake Falls, Minn., and Euclid, Minn., on the Line of the Great Northern Railway to Minneapolis or Minnesota Transfer**—Upon the filing of the said petition, the Commission gave notice that a hearing on said matter would take place at the office of the Commission in the State Capitol, at St. Paul, Minn., on Wednesday, May 21, A. D. 1913, at ten o'clock in the forenoon. The hearing came on pursuant to notice, all interested parties being present.

Upon receiving the evidence and facts in the case the Commission took the matter under advisement. The findings of fact and the order were submitted as herein shown, to-wit:

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Red Lake Falls Milling Company, a corporation, for permission to transfer transit from its elevators at Red Lake Falls, and Euclid, both being stations on the line of the Great Northern Railway, to Minneapolis or the Minnesota Transfer.

This application was duly heard by the Commission at its office on the 21st day of May, A. D. 1913, all interested parties being represented.

After considering the matter, the Commission finds:

1. That during all the time herein mentioned, the Red Lake Falls Milling Company was and is now a corporation organized under the laws of

the State of Minnesota and engaged in the business of buying, manufacturing and selling wheat and flour.

2. That on the 26th day of November, 1908, the said company owned and operated a mill and elevator at Red Lake Falls, Minn., being a station on the line of the Great Northern Railway; that upon said date the said mill and elevator was destroyed by fire without the fault of the owner or operator thereof, and that at the time of the destruction of said mill and elevator the said milling company had accumulated transit to the amount of seven million twenty-three thousand six hundred and seventy (7,023,670) pounds upon grain billed from stations in Minnesota to the Minnesota Transfer with the right to stop the grain at its mill and elevator at Red Lake Falls to be ground into flour, the products thereof to be forwarded to such original terminal instead of the grain itself; that the milling company has not and does not intend to rebuild the mill and elevator at Red Lake Falls, and that it is not in position to ship to the terminals the transit which has accumulated.

3. That the said milling company owns and operates an elevator located at another point at Red Lake Falls and also an elevator at Euclid, Minn., the latter station being nearer the Minnesota Transfer than Red Lake Falls, and that no greater rate is charged for the shipment of grain, or its products, from Euclid to the Minnesota Transfer than from Red Lake Falls.

4. That chapter 17 of the General Laws of 1913, authorizes the Railroad and Warehouse Commission to permit the use of transit in payment of the transportation of grain, or its products, from other flouring mills or elevators to the same terminal point, in cases where the mill which had accumulated transit had been destroyed by fire, without the fault of the owner or operator thereof, and that it is evident this law was passed to meet this particular case.

5. That the petitioner asks that it be permitted to use four million twenty-three thousand six hundred and seventy (4,023,670) pounds of transit in payment of the transportation of grain from Red Lake Falls, Minn., to Minneapolis, or the Minnesota Transfer, and two million (2,000,000) pounds from its elevator at Euclid Minn., to the same destination; that the Great Northern Railway Company admits that the amount of transit stated in the petition had accumulated at the time of the fire and is willing to use this transit in payment for the shipment of grain or its products from the elevators named in this order; that under the facts in this case it is reasonable and just that said permission be granted.

It is Therefore Ordered, That the Red Lake Falls Milling Company be permitted to use four million twenty-three thousand six hundred and seventy (4,023,670) pounds of transit from its elevator at Red Lake Falls, Minn., and two million (2,000,000) pounds of transit from its elevator at Euclid, Minn., in payment for the transportation of grain or its products from said elevators to Minneapolis or the Minnesota Transfer in Minnesota; and that the Great Northern Railway Company be and the same is hereby required to accept said transit in payment for the transportation of grain or its products from Red Lake Falls and Euclid to Minneapolis or the Minnesota Transfer.

By order of the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

St. Paul, Minn., May 21, A. D. 1913.

**Lindsay Brothers, Minneapolis, vs. Canadian Northern Railway Company**—On October 24, 1912, a complaint was filed by Lindsay Brothers, dealers in carriages and other vehicles, at Minneapolis, against the Canadian Northern Railway Company, the Chicago, Burlington & Quincy Railroad Company, and twenty-two other

common carriers of Minnesota, protesting against an alleged arbitrary change in the existing rule governing the method of crating cutters for shipment.

It was alleged that said method had been in force and effect for many years and had fully protected these shipments from damage in transportation and that it is entirely suitable for transportation purposes; that therefore the new construction of said rule is unreasonable and unjust.

In view of the fact that the season was then on for the shipment of cutters, complainants presented an urgent petition that an order be issued as early as possible, which will suspend the operation of the new ruling and interpretation of the Western Classification Committee until an opportunity could be had for a full presentation of all the facts pertaining to said complaint.

Upon the basis of the facts presented and in view of the urgency of the situation the Commission made the following suspension order so that shipments could go forward as usual, pending such time when the Commission could find it expedient to further investigate the matter and determine same on its merits.

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the suspension of interpretation of rule affecting the crating of sleighs.

On October 24, 1912, the firm of Lindsay Brothers, dealers in agricultural implements, Minneapolis, Minn., filed with the Commission a complaint against the following carriers, copy of which is herewith attached:

Canadian Northern Railway Company.  
Chicago, Burlington & Quincy Railroad Company.  
Chicago Great Western Railroad Company.  
Chicago, Milwaukee & St. Paul Railway Company.  
Chicago, Rock Island & Pacific Railway Company.  
Chicago, St. Paul, Minneapolis & Omaha Railway Company.  
Chicago & Northwestern Railway Company.  
Duluth, Missabe & Northern Railway Company.  
Duluth & Iron Range Railroad Company.  
Duluth, Winnipeg & Pacific Railway Company.  
Duluth & Iron Range Railroad Company.  
Duluth & Northeastern Railroad Company.  
Duluth & Northern Minnesota Railway Company.  
Great Northern Railway Company.  
Illinois Central Railroad Company.  
Minneapolis, Red Lake & Manitoba Railway Company.  
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.  
Minneapolis & Rainy River Railway Company.  
Minneapolis & St. Louis Railroad Company.  
Minnesota, Dakota & Western Railway Company.  
Minnesota & International Railway Company.  
Minnesota & Northern Wisconsin Railroad Company.  
Mississippi Hill City & Western Railway Company.  
Northern Pacific Railway Company.

the complaint alleging, among other things, that the above named carriers, through their agents, have published and made effective, upon certain traffic, moving between points within this state, a freight classification described as the Western Classification No. 50; that the said classification provides, among other things, on page 183, item 29, for "sleighs set up, boxed or crated (except shafts or poles) 2½ times first class," that said classification provides on page 4, rule 14, an interpretation of the term "crated," to govern in case of items listed in said classification; that said carriers, through their agent, R. C. Fyfe, have so construed the above named rule, that sleighs will not be accepted for transportation, as crated, unless all portions of the sleigh are confined within the crate. The complaint alleges that this construction of said rule is unreasonable and unjust.

It appears that for some time past, in fact many years, the said carriers, have interpreted said rule to allow certain portions of sleighs to extend beyond the crating, namely, the curve and a short portion of the rear end of the runners. Otherwise, the sides and top of the sleigh are entirely enclosed within the crate. Further, it is alleged that the respondents, through their agent or agents, have recently changed the interpretation of said rule, so as to permit no part of the sleigh to protrude beyond the crate. From such representations as have been made to this Commission, it appears that there should be an investigation made to determine the reasonable interpretation of the rule above referred to, and that pending such investigation, the interpretation which has recently been given be suspended.

It is Therefore Ordered, That the above named carriers discontinue the new interpretation of rule 14 on page 4, applicable to item 29, page 183, of Western Classification No. 50, I. C. C. No. 8, which requires that no part of the sleigh shall protrude from the crate, and shall forthwith put into practice, the interpretation which has governed for many years in the shipment of crated sleighs, which allows that such sleighs be classified as crated where the rear ends and a part of the curve of the runners protrude outside the crating, this order to continue in force until the disposition of the case above mentioned, or until modified by further order of the Commission.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., October 28, A. D. 1912.

**Railroad and Warehouse Commission vs. Common Carriers Operating in the State of Minnesota—Applications for Exemption from the Order Fixing Joint Rates**—On June 12, 1912, the Commission, on its own motion, issued an order prescribing a method by which joint rates were established between common carriers in the state of Minnesota, which was served upon all lines in the state. Objections thereto were filed by a number of the carriers, also by the Minneapolis Traffic Association, in view of which a conference between the carriers and the Commission was arranged, and as a result thereof, the Commission, on July 31, A. D. 1912, issued an order establishing certain rules fixing the percentage relation to govern in the making of joint rates between railroad common carriers for the transportation of freight in carload and less than carload lots moving between points in this state.

Subsequent to the issuance of this order, a number of the short lumber lines filed petitions with the Commission for exemption

from the provisions of said order on account of small earnings. The companies referred to as requesting exemption were as follows:

Minneapolis & Rainy River Railway Company.  
Duluth & Northwestern Railroad Company.  
Duluth & Iron Range Railroad Company (in part).  
Duluth & Northern Minnesota Railway Company.  
Minneapolis, Red Lake & Manitoba Railway Company.  
Mississippi, Hill City & Western Railway Company.

A hearing on the question took place on January 7, A. D. 1913, at the Spalding Hotel, Duluth, Minn., where parties interested were heard and the matter taken under advisement by the Commission.

The Commission having considered the evidence adduced, disposed of the several petitions by issuing separate orders adapted to cover the application of each individual road, as hereinafter set forth:

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application of the Duluth & Northeastern Railroad Company, Duluth & Northern Minnesota Railway Company, Duluth & Iron Range Railroad Company, Mississippi, Hill City & Western Railway Company, Minneapolis, Red Lake & Manitoba Railway Company, and Minneapolis & Rainy River Railway Company, for exemption from the order of the Commission providing a basis for joint rates, and in the matter of the application of the Duluth & Iron Range Railroad Company for an advance in rates on ties and lumber, and in the matter of the application of the Mississippi, Hill City & Western Railway Company, for an advance in rates on wood bolts from stations on its line.

This matter having come before the Commission for hearing at Duluth, Minn., on January 7, 1913, and testimony having been taken, the Duluth & Iron Range Railroad Company and the Duluth & Northern Minnesota Railway Company having made the following modified proposition, which they agree to accept in place of the order prayed for in the application, and Mr. B. G. Dahlberg appearing for the interested shippers having withdrawn his objection to the application of the railway companies:

"It is offered by the Duluth & Iron Range Railroad Company and by the Duluth & Northern Minnesota Railway Company upon the application by them for exemption from the order of this Commission establishing eighty per cent joint rates to publish a rate on piling, posts, poles, and ties, which shall be equal to ninety (90) per cent of the locals from points on the Duluth & Northern Minnesota Railway Company's line to Duluth; and it is

"Further offered to reduce the proportion of the Duluth & Iron Range Railroad Company and the Duluth & Northern Minnesota Railway Company on through shipments from points on the Duluth & Northern Minnesota Railway Company to points beyond Duluth, Minn., on state shipments, by an amount which shall equal the reduction of the locals on said shipments from points on the Duluth & Northern Minnesota Railway Company to Duluth, Minn., and that said order may be entered as of September 1, A. D. 1912."

It is Ordered, That the modified application of the companies will be granted upon their filing a tariff to take effect September 1, 1912. Interested shippers will be entitled to reparation for shipments made since September 1, 1912, but no penalty or interest shall be charged if payment is made within sixty (60) days after presentation of claim for the same. This order does not apply to shipments of pulpwood.

By order of the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., January 28, A. D. 1913.

(Order.)

BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.

In the matter of the application of the Minneapolis, Red Lake & Manitoba Railway Company, to be relieved from the joint rate order dated July 31, 1912, made under the provisions of chapter 313, Laws of 1911.

Application having been made to be relieved from such an order, and notice of a hearing having been given by publication under an order of the Commission dated December 19, 1912, the following appearances being made:

Mr. T. P. Bradley, of Duluth Log Company.  
Mr. V. A. Anderson, of Duluth Log Company.  
Mr. E. M. Whyte, of Curry & Whyte.  
Mr. Geo. Martin, of Martin Bros.  
Mr. H. W. Fee, Zenith Cedar Company.  
Mr. Z. B. Scott, Scott-Graff Lumber Co.  
Mr. H. N. McKenney, Northwestern Cedarmen's Ass'n.  
Mr. B. G. Dahlberg, for various lumbermen.

An examination of the evidence and statements submitted in this case shows the following:

April, May and June, 1912.

State 2,294 tons.....	\$2,648.00 Rev.
Inter 7,101 tons.....	7,714.00 Rev.
9,395 tons.....	\$10,362.00
Local 8,548 tons.....	10,646.00
	<hr/> \$21,008.00

Report, 1912.

Cr.		Dr.	
Operating revenue .....	\$66,510.24	Hire of equipment.....	\$1,979.84
	44,922.30	Interest on bonds.....	35,000.00
	<hr/> \$21,587.94	Other debts.....	41.50
Outside operations .....	398.09		<hr/> \$37,021.34
	<hr/> \$21,986.03		
Taxes .....	2,862.74		
	<hr/> \$19,133.29		
Interest .....	653.95		
	<hr/> \$19,787.24		
	37,021.24		
	<hr/> \$17,234.10		

\*Deficit.

This shows that any further reduction of the revenues of this company as would be required by the joint rate order of July 31, 1912, would be unreasonable and the application to be relieved therefrom is, therefore, granted.

(Seal.)

By the Commission,  
A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., March 13, A. D. 1913

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Mississippi, Hill City & Western Railway Company, to be relieved from the joint rate order dated July 31, 1912, made under the provisions of chapter 313 of the Laws of 1911.

Application having been made to be relieved from such an order, and notice of a hearing having been given by publication under an order of the Commission dated December 19, 1912, the following appearances being made:

Mr. W. W. Rabey, general freight agent Mississippi, Hill City & Western Railway Company.  
Mr. T. P. Bradley, of Duluth Log Company.  
Mr. V. A. Anderson, of Duluth Log Company.  
Mr. E. M. Whyte, of Curry & Whyte.  
Mr. Geo. Martin, of Martin Bros.  
Mr. H. W. Fee, Zenith Cedar Company.  
Mr. Z. B. Scott, Scott-Graff Lumber Co.  
Mr. H. N. McKenney, Northwestern Cedarmen's Ass'n.  
Mr. B. G. Dahlberg, for various lumbermen.

The Commission has already made an order reducing the hay rates of this company, and it still deems that the rate fixed in that order to be reasonable. After hearing the evidence in this case, it finds that to reduce the revenue of the company, as would be required by enforcement of the joint rate order, is unreasonable, and could not be sustained.

It is Therefore Ordered, That the application to be relieved from said joint rate order be and the same is hereby granted.

(Seal.)

By the Commission,  
A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., March 13, A. D. 1913.

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Duluth & Northeastern Railroad Company, to be relieved from the joint rate order dated July 21, 1912, made under the provisions of chapter 313, of the Laws of 1911.

Application having been made to be relieved from such an order, and notice of a hearing having been given by publication under an order of the Commission, dated December 19, 1912, the following appearances being made:

Mr. H. G. Stephens, general freight agent Duluth & Northeastern Railroad Company.  
Mr. H. Odenberg, attorney, Duluth & Northeastern Railroad Company.  
Mr. T. P. Bradley, of Duluth Log Company.  
Mr. V. A. Anderson, of Duluth Log Company.  
Mr. E. M. Whyte, of Curry & Whyte.  
Mr. Geo. Martin, of Martin Bros.



Mr. H. W. Fee, Zenith Cedar Company.  
 Mr. Z. B. Scott, Scott-Graff Lumber Co.  
 Mr. H. N. McKenney, Northwestern Cedarmen's Ass'n.  
 Mr. B. G. Dahlberg, for various lumbermen.

An examination of the report of this company for the year 1912 shows:

Operating revenue .....	\$126,697.36
Operating expenses .....	119,897.23
	<hr/>
	\$6,800.13
Taxes .....	9,016.69
	<hr/>
Deficit .....	\$2,216.56
Hire of equipment .....	273.38
	<hr/>
Deficit .....	\$1,943.18
Interest .....	12,619.26

Deficit ..... \$14,562.44

From this it is shown that any further reductions of revenue would be unjust and unreasonable, and the application is, therefore, granted.

By the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., March 13, A. D. 1913.

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Minneapolis & Rainy River Railway Company, to be relieved from the joint rate order dated July 31, 1912, made under the provisions of chapter 313, Laws of 1911.

This application came on for hearing at Duluth, Minnesota, on the 7th day of January, 1913. Prior to this time, in the case of George H. Herreld vs. the Minneapolis & Rainy River Railway Company, the Commission had examined into the condition of the affairs of this company, which finally resulted in orders being issued on July 2 and August 8, 1912, fixing the rates on all of its traffic. This examination was very exhaustive, and advised the Commission fully as to the business and earnings of this carrier. The Commission finds that it would be unreasonable to require the applicant to abide by the joint rate order of December 13, 1912.

It is Therefore Ordered, That the Minneapolis & Rainy River Railway Company be exempted from the provisions of said order.

By the Commission,

(Seal.)

A. C. CLAUSEN,  
Secretary.

Dated at St. Paul, Minn., March 14, A. D. 1913.

(Order.)

**BEFORE THE RAILROAD AND WAREHOUSE COMMISSION OF THE  
STATE OF MINNESOTA.**

In the matter of the application of the Duluth & Northern Minnesota Railway Company, to be relieved from the joint rate order dated July 31, 1912, made under the provisions of chapter 313 of the Laws of 1911.

Application having been made to be relieved from such order, and notice of a hearing having been given by publication under an order of the Commission, dated December 19, 1912, the following appearances being made:

Mr. T. A. Wells, general freight agent Duluth & Northern Minnesota Railway Company.

Mr. Chas. Pearson, attorney Duluth & Northern Minnesota Railway Company.

Mr. T. P. Bradley, of Duluth Log Company.

Mr. V. A. Anderson, of Duluth Log Company.

Mr. E. M. Whyte, of Curry & Whyte.

Mr. Geo. Martin, of Martin Bros.

Mr. H. W. Fee, Zenith Cedar Company.

Mr. Z. B. Scott, Scott-Graff Lumber Co.

Mr. H. N. McKenney, Northwestern Cedarmen's Ass'n.

Mr. B. G. Dahlberg, for various lumbermen.

After hearing the evidence in this case, the Commission finds that the following statement shows the business of this company for March, April and May, 1912:

	Rev.		Def.
March .....	\$19,013.93	April .....	\$331.08
	9,834.63	May .....	9,503.55
Net revenue, 3 months.	\$9,179.30		\$9,834.63
The report for 1912 shows the following:			
Operating revenue.....	\$372,779.70	Hire of equipment.....	\$2,524.46
Operating expenses.....	266,537.86	Other interest.....	83,025.98
	\$106,241.84		\$85,550.44
Taxes .....	15,653.88		
Operating income.....	\$90,587.96		
	85,550.44		
Net surplus .....	\$5,037.52		

From this, it is shown that any further reductions of revenue would be unjust and unreasonable, and the application is, therefore, granted.

By the Commission,

(Seal.)

A. C. CLAUSEN,

Secretary.

Dated at St. Paul, Minn., October 13, A. D. 1913.

## Contents of Statistical Tables

---

I	Mileage.
II to IIb	Accidents.
III	Capital Stock.
IIIa	Funded Debt.
IV	Expenditures for Additions and Betterments.
V to Vd	Expenditures for Road Equipment, etc.
VI to VIa	Income Account.
VII	Profit and Loss Account. Debit.
VIIa	Profit and Loss Account. Credit.
VIII to VIIIe	Operating Revenues.
IX	Stocks Owned.
X	Funded Debt Owned.
XI	Miscellaneous Stocks Owned.
XII	Summary of Securities Owned.
XIII	Sinking Insurance Fund.
XIV	Reserves.
XV	Advances for Various Purposes.
XVI to XVIv	Operating Expenses.
XVII	Outside Operations.
XVIII to XVIIIa	Rents Payable and Receivable.
XIX	Hire of Equipment.
XX to XXa	General Balance Sheet.
XXI to XXIId	Officers and Employees and Their Salaries.
XXII to XXIIo	Traffic and Mileage Statistics.
XXIII to XXIIIa	Tonnage of Commodities.
XXIV	Description of Equipment.
XXV	Gross Earnings and Taxes, Minnesota.

TABLE I

MILES OF MAIN TRACK AND BRANCHES OF RAILROADS IN ALL STATES AND MINNESOTA, EXCLUSIVE OF TRackage RIGHTS, FOR YEAR ENDING JUNE 30, 1913

Name of Road	Total Mileage	Miles in Minnesota
Minnesota & Manitoba Ry.	43.70	43.70
Canadian Northern Ry.	4,670.65	
Chicago, Burlington & Quincy R. R.	8,808.29	23.61
Chicago Great Western R. R. Co.	1,411.57	399.55
Chicago, Milwaukee & St. Paul Ry.	9,373.31	1,241.75
Chicago & Northwestern Ry. Co.	7,899.16	650.30
Chicago, Rock Island & Pacific Ry.	6,952.19	235.59
Chicago, St. Paul, Minneapolis & Omaha Ry.	1,672.71	431.72
Dubuque & Sioux City (Illinois Central)	763.01	30.18
Duluth Belt Line.		
Duluth & Iron Range R. R. Co.	271.47	271.47
Duluth, Missabe & Northern Ry.	354.45	354.45
Duluth & Northeastern R. R. Co.	63.25	63.25
Duluth & Northern Minnesota Ry.	115.30	115.30
Duluth, Rainy Lake & Winnipeg Ry.	91.61	91.61
Duluth, South Shore & Atlantic Ry.	601.66	
Duluth, Winnipeg & Pacific Ry. Co.	83.49	83.49
Duluth Terminal Ry. Co.		
Great Northern Ry. Co.	7,443.10	2,099.93
Green Bay & Western Ry. Co.	225.00	
Mason City & Ft. Dodge Ry. Co.	See	C. G. W.
Minneapolis Eastern Ry. Co.		
Minneapolis & Rainy River Ry. Co.	87.96	87.96
Minneapolis, Red Lake & Manitoba Ry. Co.	33.50	33.50
Minneapolis & St. Louis R. Co.	1,537.41	378.02
Minneapolis, St. Paul & Sault Ste. Marie Ry.	3,906.20	995.77
Minneapolis Western Ry. Co.		
Minnesota, Dakota & Western Ry. Co.	24.95	24.95
Big Fork & International Falls Ry. Co.	34.17	34.17
Minnesota & International Ry. Co.	192.95	192.95
Minnesota & North Wisconsin Ry.		
Minnesota Transfer Ry. Co.		
Mississippi, Hill City & Western Ry.	17.50	17.50
Northern Pacific Ry. Co.	6,449.18	1,038.80
Railway Transfer of Minneapolis.		
St. Paul Bridge & Terminal Railway Co.		
Winona Bridge Ry. Co.		
Wisconsin Central Ry. Co.	984.59	8.19
Wisconsin, Minnesota & Pacific Ry.	See	C. G. W.
	64,116.33	8,947.71

TABLE I—Continued

STATEMENT SHOWING YEARLY INCREASE IN MILEAGE SINCE 1862, IN MINNESOTA.

Year.	Miles.	Year.	Miles.
1862.....	10.00	1888.....	5,042.74
1863.....	57.00	1889.....	5,303.07
1864.....	100.00	1890.....	5,409.11
1865.....	210.00	1891.....	5,527.55
1866.....	315.00	1892.....	5,615.77
1867.....	429.00	1893.....	5,863.89
1868.....	580.00	1894.....	5,912.43
1869.....	766.00	1895.....	5,990.78
1870.....	1,092.50	1896.....	5,991.31
1871.....	1,500.25	1897.....	6,086.35
1872.....	1,900.00	1898.....	6,062.69
1873.....	1,907.25	1899.....	6,338.37
1874.....	1,947.25	1900.....	6,794.68
1875.....	1,957.25	1901.....	6,993.63
1876.....	1,986.75	1902.....	7,165.93
1877.....	2,198.50	1903.....	7,250.01
1878.....	2,549.28	1904.....	7,467.21
1879.....	2,941.33	1905.....	7,791.85
1880.....	3,099.32	1906.....	7,937.12
1881.....	3,217.26	1907.....	8,023.09
1882.....	3,332.93	1908.....	8,168.36
1883.....	3,767.95	1909.....	8,273.04
1884.....	3,908.98	1910.....	8,483.56
1885.....	4,226.42	1911.....	8,814.27
1886.....	4,368.36	1912.....	8,863.52
1887.....	4,871.04	1913.....	8,947.71

## TERMINAL AND TRANSFER RAILWAYS.

NAME OF RAILROAD.	Mileage in Minnesota
Duluth Belt Line.....	1 50
Duluth Terminal Railway.....	1.82
Minneapolis Eastern Railway.....	2.63
Minneapolis Western Railway.....	1.69
Minnesota Transfer Railway.....	91.76
Railway Transfer of Minneapolis.....	8.80
St. Paul Bridge & Terminal Railway.....	5.66
Winona Bridge Railway.....	.49
Total.....	114.35

TABLE II.  
ACCIDENTS TO PERSONS BY ROADS RESULTING FROM THE MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS IN STATE OF MINNESOTA, FOR YEAR ENDING JUNE 30, 1913.

KIND OF ACCIDENT	Railway Employees												Other Persons							
	Switch- tenders Crossing tenders, and Watch- men		Sta- tion- men		Shop- men		Track- men		Tele- graph Em- ployees		Total Pas- sen- gers		Total Postal Clerks, Express Messen- gers, Pullman Em- ploy- ees, etc.		Tres- pass- ing		Not Tres- pass- ing		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Coupling or Uncoupling	11	81	12				1	1												
Collisions	7	97	3					8												
Derailments	8	38																		
Parting of trains	2	16																		
Locomotives or cars breaking down	6																			
Falling from trains, locomotives or cars	6	212	1	10			2	5												
Jumping on or off trains or cars	3	159	5				1	3	2											
Struck by trains, locomotives or cars	4	9	6	5	2	3	4	12	24											
At highway crossings																				
At stations																				
At other points along track	2	43	4																	
Overhead Obstructions	5	452	39				2	1	1	12										
Other causes																				
Total	48	1113	7	78	6	4	10	17	52											

TABLE II.(B)  
ACCIDENTS TO PERSONS BY ROADS RESULTING FROM MOVEMENT OF TRAINS, LOCOMOTIVES OR CARS, IN STATE OF MINNESOTA, FOR YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Railway Employees										Other Persons					
	Switch Tenders		Station-men		Track-men		Tele-graph Em-ployees		Total Pas-sen-gers		Postal Clerks Mes-sen-ger Pullman Em-ply-ees, etc		Tree-passing		Not Tree-passing	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Minnesota & Manitoba Ry.	5															
Canadian Northern Ry.	1	3			1	2			5	3	1		1			1
Chicago, Burlington & Quincy R. R. Co.	1	42			2				2	3						2
Chicago Great Western R. R. Co.	2	47	2	29					3	46	26	5	5		3	12 14
Chicago, Milwaukee & St. Paul Ry.	1	89					9	11	15	89	19	23	14	5	21	28 35
Chicago & Northwestern Ry. Co.	18								20		2	5	4	3	12	8 16
Chicago, Rock Island & Pacific Ry.	7	124							1	20		4	2	6	5	4 7
Chicago, St. Paul, Mpls. & Omaha Ry.	2	2	2	3					1	9	22	2	8	6	21	14 27
Dubuque & Sioux City (Illinois Central)																
Duluth Belt Line.																
Duluth & Iron Range R. R. Co.	1	49			3				5	2	64		6			6
Duluth, Mesabe & Northern Ry.	3	44			1	2			5	3	13		5	1	2	6
Duluth & Northeastern R. R. Co.	3								3							
Duluth & Northern Minnesota Ry.	1	6							1	6						
Duluth, Rainy Lake & Winnipeg Ry.																
Duluth, Winnipeg & Pacific Ry. Co.																
Duluth, South Shore & Atlantic Ry.	2	1							2	1						
Duluth Terminal Ry. Co.																
Great Northern Ry. Co.	13	232														
Green Bay & Western Ry. Co.					5	19	1	2	12	20	265	38	14	18	26	4 9 22 35
Iowa Central Ry. Co.																
Mason City & Ft. Dodge Ry. Co.																
Minneapolis Eastern Ry. Co.	3															
Mpls. & Rainy River Ry. Co.																
Mpls., Red Lake & Manitoba																
Minneapolis & St. Louis R. R. Co.	2	70	3	42					1	6	122	41	3	10	12	6 13 18
Mpls., St. Paul & S. Ste. Marie.	2	52			4	1	1		3	54	2	3	13	10	7	9 20 19
Minneapolis Western Ry. Co.	4															
Minnesota, Dakota & Western Ry. Co.																
Big Fork & International Falls Ry. Co.																
Minnesota & International Ry. Co.																
Minnesota & North Wisconsin Ry.	2															
Minnesota Transfer Ry. Co.	31															
Mississippi Hill City & Western					1	1			1	3	33					
Northern Pacific Ry. Co.																
Railway Transfer of Minneapolis	10	280	2	1					3	25	322	1	25	1	14	24 10 22 24 46
St. Paul Bridge & Terminal Ry. Co.					5	16										
Winona Bridge Ry. Co.	1	4														
Wisconsin Central Ry. Co.																
Wisconsin Minnesota & Pacific Ry.																
	48	1113	7	78	6	4	10	17	52	2	14	65	90	1326	7	198
															28	124 117 42 115 166 232





TABLE III  
CAPITAL STOCK, ENTIRE LINES, FOR YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Par Value Authorized				Total
	Common Issued	Preferred Issued	Debtenture Issued	Receipts Outstanding for Install- ments Paid	
Minnesota & Manitoba Railway Company.....	\$1,000,000				\$1,000,000
Canadian Northern Railway Company.....	79,900,000				79,900,000
Chicago, Burlington & Quincy Railroad Company.....	110,839,100				110,839,100
Chicago Great Western Railroad Company.....	46,000,000	50,000,000			96,000,000
Chicago, Milwaukee & St. Paul Railway Company.....	166,855,400	116,304,900			283,160,300
Chicago & Northwestern Railway Company.....	200,000,000				200,000,000
Chicago, Rock Island & Pacific Railway Company.....	75,000,000				75,000,000
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	30,000,000	20,000,000			50,000,000
Dubuque & Sioux City Railway Company (Illinois Central).....	15,000,000				15,000,000
Duluth Belt Line.....	100,000				100,000
Duluth & Iron Range Railroad Company.....	10,000,000				10,000,000
Duluth, Missabe & Northern Railway Company.....	5,000,000				5,000,000
Duluth & Northeastern Railroad Company.....	500,000				500,000
Duluth & Northern Minnesota Railway Company.....	1,000,000				1,000,000
Duluth, Rainy Lake & Winnipeg Railway Company.....	2,000,000				2,000,000
Duluth, Winnipeg & Pacific Railway Company.....	6,000,000				6,000,000
Duluth, South Shore & Atlantic Railway Company.....	12,000,000	10,000,000			22,000,000
Duluth Terminal Railway Company.....	500,000				500,000
Great Northern Railway Company.....		231,000,000			231,000,000
Green Bay & Western Railway Company.....	2,500,000		\$7,600,000		10,100,000
Mason City & Fort Dodge Railway Company.....	20,000,000	14,000,000			34,000,000
Minneapolis Eastern Railway Company.....	1,000,000				1,000,000
Minneapolis & Rainy River Railway Company.....	2,000,000				2,000,000
Minneapolis, Red Lake & Manitoba Railway Company.....	100,000				100,000
Minneapolis & St. Louis Railroad Company.....	18,000,000	12,000,000			30,000,000
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	28,000,000	14,000,000			42,000,000
Minneapolis Western Railway Company.....	750,000				750,000
Minnesota, Dakota & Western Railway Company.....	1,000,000				1,000,000
Big Fork & International Falls Railway Company.....	10,000				10,000
Minnesota & International Falls Railway Company.....	500,000				500,000
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....	300,000				300,000
Mississippi, Hill City & Western Railway Company.....	50,000	100,000			150,000
Northern Pacific Railway Company.....	250,000,000				250,000,000
Railway Transfer of Minneapolis.....	300,000				300,000
St. Paul Bridge & Terminal Railway Company.....	500,000				500,000
Winona Bridge Railway Company.....	400,000				400,000
Wisconsin Central Railway Company.....	17,500,000				17,500,000
Wisconsin, Minnesota & Pacific Railway Company.....	10,000,000	12,500,000			22,500,000
Total.....	\$1,114,604,500	\$479,904,900	\$7,600,000		\$1,602,109,400

TABLE III—Continued  
CAPITAL STOCK, ENTIRE LINES, YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Par Value Outstanding					Amount per Mile Outstanding	Mileage Proportion of Stock for Minnesota
	Common Outstanding	Preferred Outstanding	Debt Outstanding	Receipts Outstanding for Install- ments Paid	Total		
Minnesota & Manitoba Railway Company.....	\$400,000				\$400,000	\$9,153	400,000
Canadian Northern Railway Company.....	77,000,000				77,000,000	18,963	297,108
Chicago, Burlington & Quincy Railroad Company.....	110,839,100				110,839,100	12,583	24,415,198
Chicago, Great Western Railroad Company.....	45,246,913	41,021,402			86,268,315	21,118	30,817,753
Chicago, Milwaukee & St. Paul Railway Company.....	116,274,900				232,623,100	24,775	12,850,683
Chicago & Northwestern Railway Company.....	132,455,531	22,398,985			154,854,516	13,416	8,773,008
Chicago, Rock Island & Pacific Railway Company.....	74,877,200				74,877,200	18,418	13,416
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	21,400,473	12,643,722			34,044,195	23,338	8,773,008
Dubuque & Sioux City Ry. Co. (Illinois Central).....	11,758,500				11,758,500	15,453	4,469,372
Duluth Belt Line.....	138,500				138,500	92,333	138,500
Duluth & Iron Range Railroad Company.....	3,000,000				3,000,000	11,951	3,000,000
Duluth, Cassabe & Northern Railroad Company.....	4,112,500				4,112,500	17,902	4,112,500
Duluth & Northeastern Railroad Company.....	200,000				200,000	7,905	200,000
Duluth & Northern Minnesota Railway Company.....	2,000,000				2,000,000	7,934	2,000,000
Duluth, Rainy Lake & Winnipeg Railway Company.....	6,000,000				6,000,000	21,821	2,000,000
Duluth, Winnipeg & Pacific Railway Company.....	12,000,000				12,000,000	34,266	6,000,000
Duluth, South Shore & Atlantic Railway Company.....	400,000	10,000,000			22,000,000	36,566	400,000
Duluth Terminal Railway Company.....	209,980,670		\$7,600,000	\$12,958,626	222,949,296	219,780	400,000
Great Northern Railway Company.....	2,500,000	13,635,762			10,100,000	29,004	60,906,370
Green Bay & Western Railway Company.....	19,205,400				32,841,152	44,880	2,373,638
Missouri Pacific & Fort Dodge Railway Company.....	1,700,000				1,700,000	86,851	1,700,000
Minneapolis & Fort Snelling Railway Company.....	1,700,000				1,700,000	47,528	1,700,000
Minneapolis & Red River Railway Company.....	1,700,000				1,700,000	26,964	1,700,000
Minneapolis, Red Lake & Mainland Railway Co.....	15,370,200	5,917,500			21,287,700	2,985	1,700,000
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.....	25,206,800	12,603,400			37,810,200	15,599	5,896,844
Minneapolis, Western Railway Company.....	500,000				500,000	12,942	12,887,255
Minnesota, Dakota & Western Railway Company.....	10,000				10,000	443,787	750,000
Big Fork & International Falls Railway Company.....	500,000				500,000	20,040	500,000
Minnesota & International Falls Railway Company.....	500,000				500,000	290	10,000
Minnesota & North Wisconsin Railway Company.....	63,000				63,000	2,596	500,000
Minnesota Transfer Railway Company.....	50,000				50,000		63,000
Mississippi Hill City & Western Railway Company.....	247,998,400	51,080			248,000,000	5,776	101,080
Northern Pacific Railway Company.....	300,000			1,600	300,000	37,148	38,589,342
Railway Transfer of Minneapolis.....	10,000				10,000	34,091	300,000
St. Paul Bridge & Terminal Railway Company.....	400,000				400,000	1,767	10,000
Winona Bridge Railway Company.....	17,500,000	12,500,000			30,000,000	388,349	190,291
Wisconsin Central Railway Company.....	5,893,400				5,893,400	30,470	249,549
Wisconsin, Minnesota & Pacific Railway Company.....						21,243	5,415,478
<b>Total.....</b>	<b>\$986,860,117</b>	<b>\$457,037,381</b>	<b>\$7,600,000</b>	<b>\$12,960,226</b>	<b>\$1,434,457,724</b>		

TABLE III-A—Continued  
FUNDED DEBT. ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Equipment Trust Obligations	Receipts Outstanding Funded Debt	Total Per Value Outstanding	Amount per Mile	Mileage Proportion Bond Debt for Minnesota
Minnesota & Manitoba Railway Company.....			\$599,000	\$13,707	\$599,000
Canadian Northern Railway Company.....	\$19,501,500		151,264,154	37,252	23,743
Chicago, Burlington & Quincy.....			208,135,000	18,294	5,510,268
Chicago Great Western Railroad Company.....			23,000,000	18,294	60,391,269
Chicago, Milwaukee & St. Paul Railway Company.....			455,859,966	48,634	19,313,269
Chicago & North Western Railway Company.....	6,000,000		232,570,000	29,699	10,170,185
Chicago, Rock Island & Pacific Railway Company.....	16,779,000		231,771,000	43,169	9,692,114
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....			37,598,046	22,450	680,348
Dubuque & Sioux City Railway Company (Illinois Central).....			17,155,000	22,543	47,982
Duluth & Iron Range Railroad Company.....			47,982	31,982	13,151,000
Duluth, Missoula & Northern Railway Company.....			13,151,000	48,444	15,511,000
Duluth & Northern Railroad Company.....			15,511,000	43,761	
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....			2,000,000	21,831	2,000,000
Duluth, Winnipeg & Pacific Railway Company.....			6,537,866	48,759	6,537,866
Duluth, South Shore & Atlantic Railway Company.....	865,413		23,865,413	39,511	
Duluth Terminal Railway Company.....					
Great Northern Railway Company.....			293,444,409	24,901	52,290,357
Green Bay & Western Railway Company.....			12,000,000	31,735	867,318
Mason City & Fort Dodge Railway Company.....			150,000	57,034	180,000
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....			700,000	20,896	700,000
Minneapolis, Red Lake & Manitoba Railway Company.....			43,986,095	32,233	12,184,719
Minneapolis & St. Louis Railroad Company.....	1,004,000		84,702,000	28,991	28,868,368
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....					
Minneapolis Western Railway Company.....			1,025,255	41,092	1,025,255
Minnesota, Dakota & Western Railway Company.....	75,255		871,991	25,245	871,991
Big Fork & International Falls Railway Company.....			2,145,000	11,138	2,145,000
Minnesota & International Falls Railway Company.....					
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....			2,016,000	21,971	2,016,000
Mississippi, Hill City & Western Railway Company.....			75,000	4,286	75,000
Northern Pacific Railway Company.....			299,966,000	28,312	29,929,906
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Railway Company.....			400,000	70,671	400,000
Winona Bridge Railway Company.....			384,000	372,816	188,160
Wisconsin Central Railway Company.....	1,474,878		41,601,878	42,253	346,052
Wisconsin, Minnesota & Pacific Railway Company.....			6,232,000	22,463	5,728,493
<b>Total.....</b>	<b>\$52,395,046</b>		<b>\$2,209,764,855</b>		

TABLE III-A  
FUNDED DEBT. ENTIRE LINES. FOR YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Mortgage Bonds	Collateral Trust Bonds	Plain Bonds Debentures and Notes	Income Bonds	Miscellaneous Funded Obligations
Minnesota & Manitoba Railway Company.....	\$599,000				
Canadian Northern Railway Company.....	\$17,900,573	\$83,197,967	\$3,867,000	\$25,000,000	\$5,664,114
Chicago, Burlington & Quincy Railroad Company.....	198,157,800	7,310,200			
Chicago Great Western Railroad Company.....	23,000,000				
Chicago, Milwaukee & St. Paul Railway Company.....	330,732,512		125,077,454		
Chicago & Northwestern Railway Company.....	177,009,000	29,866,000	19,695,000		
Chicago, Rock Island & Pacific Railway Company.....	187,522,000	7,470,000	20,000,000		
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	30,098,046		7,500,000		
Dubuque & Sioux City Railway Company (Illinois Central).....	6,730,000				10,425,000
Duluth Belt Line.....	15,727				32,255
Duluth & Iron Range Railroad Company.....	13,151,000				
Duluth, Missabe & Northern Railway Company.....	15,511,000				
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....	2,000,000				
Duluth, Winnipeg & Pacific Railway Company.....	6,537,666				
Duluth, South Shore & Atlantic Railway Company.....	20,000,000			3,000,000	
Duluth, Terminal Railway Company.....					
Great Northern Railway Company.....	185,830,909	107,613,500			
Green Bay & Western Railway Company.....					
Mason City & Fort Dodge Railway Company.....	12,000,000				
Minneapolis Eastern Railway Company.....	150,000				
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....	700,000				
Minneapolis & St. Louis Railroad Company.....	42,982,095				
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	66,838,000	11,169,000			
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....	950,000				
Big Fork & International Falls Railway Company.....			871,991		
Minnesota, North Wisconsin Railway Company.....	2,145,000				
Minnesota Transfer Railway Company.....	2,016,000				
Mississippi, Hill City & Western Railway Company.....	75,000				
Northern Pacific Railway Company.....	192,352,500	107,613,500			
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Railway Company.....	400,000				
Winona Bridge Railway Company.....	384,000				
Wisconsin Central Railway Company.....	40,127,000				
Wisconsin, Minnesota & Pacific Railway Company.....	6,232,000				
<b>Total.....</b>	<b>\$1,582,197,828</b>	<b>\$354,240,167</b>	<b>\$176,811,445</b>	<b>\$28,000,000</b>	<b>\$16,121,369</b>

TABLE IV.  
ADDITIONS AND BETTERMENTS. EXPENDITURES FOR YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Entire Lines Expenditures During Year					Total
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities	Property Retired or Converted	Adjustments	
Minnesota & Manitoba Ry. Co.	\$29,264,635.82			\$1,207,876.3	\$1,107,279.94	\$29,264,635.82
Canadian Northern Ry. Co.	12,654,379.06					12,339,222.76
Chicago, Burlington & Quincy R. R. Co.			1,608,806.07	x92,527.58		1,516,078.49
Chicago Great Western R. R. Co.				x1,486,475.39	x33,683.02	34,277,068.73
Chicago, Milwaukee & St. Paul Ry. Co.	35,797,227.14			x2,848,501.82		7,831,513.04
Chicago & Northwestern Ry. Co.	4,017,531.45		6,662,483.51		x337,250.63	8,433,543.87
Chicago, Rock Island & Pacific Ry. Co.	3,739,266.40	2,902.45	5,100,000.00	x71,374.35		4,334,876.16
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	483,982.47		4,229,257.00	x378,264.31		222,672.52
Dubuque & Sioux City (Illinois Central) R. R. Co.	222,672.52					
Duluth Belt Line						
Duluth & Iron Range R. R. Co.	805,891.23			x45,696.50	14,735.06	774,920.79
Duluth, Missabe & Northern Ry. Co.	891,073.49			x103,697.55		787,375.94
Duluth & Northeastern R. R. Co.	3,212.21			x827.92		2,384.29
Duluth & Northern Minnesota Ry. Co.	4,971.49					4,971.49
Duluth, Rainy Lake & Winnipeg Ry. Co.						
Duluth, Winnipeg & Pacific Ry. Co.	54,051.24					54,051.24
Duluth, South Shore & Atlantic Ry. Co.	527,059.98		588,000.00	x118,379.47		996,680.51
Duluth Terminal Ry. Co.	7,189.58					7,189.58
Great Northern Ry. Co.	10,062,039.01	3,219,066.54		x612,143.40	x14,936.33	12,654,025.82
Green Bay & Western Ry. Co.	57,386.68	19,500.00		x1,525.00	22,000.00	77,361.68
Mason City & Fort Dodge Ry. Co.			105,405.52	x18,240.80		87,164.62
Minneapolis Eastern Ry. Co.				x26,950.00		x25,108.94
Minneapolis & Rainy River Ry. Co.	1,841.06				28,352.01	40,848.50
Minneapolis, Red Lake & Manitoba Ry. Co.	12,496.49			x259,486.96	x91.18	358,975.83
Minneapolis & St. Louis R. R. Co.			618,553.97		x19,235.00	5,080,712.87
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.			5,099,947.87			
Minneapolis Western Ry. Co.						
Minnesota, Dakota & Western Ry. Co.	41,634.58					41,634.58
Big Fork & International Falls Ry. Co.		21,658.35			x675.03	20,983.32
Minnesota & International Falls Ry. Co.		80,393.38			x13,157.44	67,235.94
Minnesota & North Wisconsin Ry. Co.						
Minnesota Transfer Ry. Co.	25,586.78					61,028.04
Mississippi, Hill City & Western Ry. Co.	558.51		35,441.26			558.51
Northern Pacific Ry. Co.	14,414,762.09			x1,188,720.53		13,226,041.56
Railway Transfer of Minneapolis						
St. Paul Bridge & Terminal Ry. Co.	2,102.71					2,102.71
Winona Bridge Ry. Co.			x70,797.12		x4,708,779.60	x4,780,576.72
Wisconsin Central Ry. Co.			8,576.84	x24,126.57	x84,200.00	x99,747.73
Wisconsin, Minnesota & Pacific Ry. Co.						
<b>Total</b>	<b>\$113,091,451.99</b>	<b>\$3,343,520.72</b>	<b>\$23,985,474.82</b>	<b>\$7,484,814.61</b>	<b>\$5,255,201.10</b>	<b>\$127,680,431.82</b>

\*Credit

TABLE IV—Continued  
 ADDITIONS AND BETTERMENTS. EXPENDITURES FOR YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	State of Minnesota Expenditures During Year					Total
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities	Property Retired or Converted	Adjustments	
Minnesota & Manitoba Ry. Co.						
Canadian Northern Ry. Co.					\$32,003.62	\$32,003.62
Chicago, Burlington & Quincy R. R. Co.						
Chicago Great Western R. R. Co.	Unable to furnish.				\$4,459.63	4,538,283.93
Chicago, Milwaukee & St. Paul Ry. Co.	\$4,739,552.06					456,842.39
Chicago & Northwestern Ry. Co.	174,076.22		483,083.52			
Chicago, Rock Island & Pacific Ry. Co.						
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	152,569.75		1,058,833.51			1,112,037.13
Dubuque & Sioux City (Illinois Central) R. R. Co.	592.96					592.96
Duluth & Iron Range R. R. Co.						
Duluth, Minn. & Northern Ry. Co.	805,891.23					774,925.79
Duluth & Northeastern R. R. Co.	891,073.49				14,735.06	787,373.94
Duluth & Northern Minnesota Ry. Co.	3,212.21					2,384.29
Duluth, Rainy Lake & Winnipeg Ry. Co.	4,971.49				\$827.92	4,971.49
Duluth, Wabash & Pacific Ry. Co.						
Duluth, South Shore & Atlantic Ry. Co.	54,051.24					54,051.24
Duluth, Terminal Ry. Co.						
Great Northern Ry. Co.	7,189.58					7,189.58
Green Bay & Western Ry. Co.	400,860.48	680,437.84				1,070,810.37
Mason City & Ft. Dodge Ry. Co.	Unable to furnish.					
Minneapolis Eastern Ry. Co.						
Minneapolis & Rainy River Ry. Co.	1,841.06					225,108.94
Minneapolis, Red Lake & Manitoba Ry. Co.	12,466.49				28,352.01	40,848.50
Minneapolis & St. Louis R. R. Co.						54,666.01
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	184,708.21		123,925.98			184,708.21
Minneapolis Western Ry. Co.						
Minnesota, Dakota & Western Ry. Co.	41,634.58					41,634.58
Big Fork & International Falls Ry. Co.		21,658.35			\$675.03	20,983.32
Minnesota & International Falls Ry. Co.		80,393.38			\$13,157.44	67,235.94
Minnesota & North Wisconsin Ry. Co.						
Minnesota Transfer Ry. Co.	25,586.78		35,441.26			61,028.04
Mississippi, Hill City & Western Ry. Co.	558.51					558.51
Northern Pacific Ry. Co.						
Railway Transfer of Minneapolis	2,843,776.47					2,807,387.73
St. Paul Bridge & Terminal Ry. Co.						
Winona Bridge Ry. Co.	2,102.71					2,102.71
Wisconsin Central Ry. Co.						
Wisconsin, Minnesota & Pacific Ry. Co.	Unable to furnish.					

\*Credit.

†Totals would be misleading account some lines not reporting

TABLE V.  
ROAD INVESTMENT SINCE JUNE 30, 1907. ENTIRE LINES.

NAME OF ROAD	Expenditures for new lines or extensions during the year				
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities	Expenditures for Additions and Betterments During the Year	Total Expenditures July 1, 1907 to June 30, 1913
<b>Minnesota &amp; Manitoba Ry. Co.</b>					
Canadian Northern Ry. Co.	\$18,817,610.55			\$8,594,344.06	\$18,817,610.55
Chicago, Burlington & Quincy R. R. Co.	1,602,494.06			1,346,731.95	50,654,479.77
Chicago Great Western R. R. Co.				22,210,609.30	87,860,153.25
Chicago, Milwaukee & St. Paul Ry. Co.			\$156,914,142.03	30,816,455.19	209,941,236.52
Chicago & Northwestern Ry. Co.	652,986.51		3,216,605.00	75,899,926.08	83,245,344.20
Chicago, Rock Island & Pacific Ry. Co.				2,710,627.24	21,104,418.44
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,321.11			18,393,791.20	6,531,167.70
Dubuque & Sioux City (Illinois Central) Ry. Co.				2,818,399.21	1,094,534.27
Duluth Belt Line.				222,672.52	96,192.32
Duluth & Iron Range R. R. Co.	1,163.09			247,952.32	3,390,998.08
Duluth, Missabe & Northern Ry. Co.				3,141,877.27	4,853,128.00
Duluth & Northeastern R. R. Co.				561,450.56	95,937.97
Duluth & Northern Minnesota Ry. Co.				3,212.21	622,570.36
Duluth, Rainy Lake & Winnipeg Ry. Co.	90,246.03			82,725.76	190,867.31
Duluth, Winnipeg & Pacific Ry. Co.				527,352.84	12,582,495.20
Duluth, South Shore & Atlantic Ry. Co.				190,867.31	557,440.39
Duluth Terminal Ry. Co.				308,230.48	7,171.64
Green Bay & Western Ry. Co.	11,442,545.20			47,197,968.07	63,740,165.52
Mason City & Ft. Dodge Ry. Co.				183,700.00	114,342.89
Minneapolis & Eastern Ry. Co.				352,890.44	453,506.94
Minneapolis & Northern Ry. Co.				1,841.06	266,020.99
Minneapolis & Rainy River Ry. Co.				34,858.75	54,091.84
Minneapolis, Red Lake & Minnesota Ry. Co.			500,000.00	30,911,538.12	31,874,606.93
Minneapolis & St. Louis R. R. Co.	28,943.01		23,478.38	22,979,993.47	26,224,637.65
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.				6,222.78	980,081.59
Minneapolis Western Ry. Co.			*262,500.00	20,983.32	759,393.09
Minnesota Dakota & Western Ry. Co.				57,493.83	271,578.88
Big Fork & International Falls Ry. Co.				47,778.60	240,293.79
Minnesota & International Ry. Co.				188,982.97	169,518.48
Minnesota & North Wisconsin Ry. Co.				45,035,417.21	52,834,468.81
Minnesota, Hill City & Western Ry. Co.				6,089,884.14	
Northern Pacific Ry. Co.	809,167.46			2,102.71	354,952.24
Railroad Transfer of Minneapolis					2,083.57
St. Paul Bridge & Terminal Ry. Co.					357,054.93
Winona Bridge Ry. Co.					461,169.21
Wisconsin Central Ry. Co.			1,105.26	*4,372,538.45	112,283.62
Wisconsin, Minnesota & Pacific Ry.				6,616.67	
	\$33,446,483.04		\$162,684,141.69	\$63,484,727.65	\$690,322,319.96

\*Credit.

TABLE V—Continued  
ROAD INVESTMENT SINCE JUNE 30, 1907—STATE OF MINNESOTA

NAME OF ROAD	Expenditures for new lines or extensions during the year			Expenditures For Additions and Betterments During the Year	Total Expenditures July 1, 1907, to June 30, 1912	Total Expenditures July 1, 1907, to June 30, 1913
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities			
Minnesota & Manitoba Railway Co.						
Canadian Northern Railway Co.						
Chicago, Burlington & Quincy Railroad Co.						
Chicago Great Western Railroad Co.	Unable to furnish.					
Chicago, Milwaukee & St. Paul Railway Co.				\$20,775,432.57	\$2,940,684.68	\$4,080,102.55
Chicago & Northwestern Railway Co.	Cannot give details.					\$27,796,219.80
Chicago, Rock Island & Pacific Railway Co.						
Chicago, St. Paul, Minneapolis & Omaha Railway Co.						
Dubuque & Sioux City Railway Co. (Ill. Central)				717,227.20	805,383.70	1,522,616.99
Duluth Belt Line				717,227.20	805,383.70	1,522,616.99
Duluth & Iron Range Railroad Co.	\$1,169.09			247,952.32	96,192.32	96,192.32
Duluth, Missabe & Northern Railway Co.				3,141,877.27	3,141,877.27	3,390,094.84
Duluth & Northeastern Railroad Co.				4,291,877.44	4,291,877.44	4,853,128.00
Duluth & Northern Minnesota Railway Co.				92,725.76	92,725.76	95,037.97
Duluth & Rainy Lake & Winnipeg Railway Co.	90,246.05			4,971.40	527,352.84	622,570.38
Duluth, Rainy Lake & Pacific Ry. Co.					190,867.31	190,867.31
Duluth, South Shore & Atlantic Railway Co.				12,582,495.20		12,582,495.20
Duluth Terminal Railway Co.						
Great Northern Railway Co.				7,189.58	*17.94	7,171.64
Green Bay & Western Railway Co.				1,070,810.37	5,923,300.26	6,994,110.63
Mason City & Fort Dodge Railway Co.	Unable to furnish.					
Minneapolis & Eastern Railway Co.						
Minneapolis & Rainy River Railway Co.				1,841.06	264,179.93	266,020.99
Minneapolis, Red Lake & Manitoba Railway Co.				34,885.75	19,206.19	54,091.94
Minneapolis & St. Louis Railroad Co.				58,767.89	760,595.55	819,363.44
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.			805,913.11	1,594,167.43	17,260,478.59	19,660,459.13
Minneapolis Western Railway Co.						
Minnesota, Dakota & Western Railway Co.				6,222.78	1,236,338.81	980,061.59
Big Fork & International Falls Railway Co.				20,983.32	738,409.77	759,393.09
Minnesota & International Falls Railway Co.					214,083.03	271,578.88
Minnesota & North Wisconsin Railway Co.				57,495.85		
Minnesota Transfer Railway Co.						
Mississippi, Hill City & Western Railway Co.				47,778.69	192,517.10	240,295.79
Northern Pacific Railway Co.				558.51	168,982.97	169,541.48
Railway Transfer of Minneapolis				1,144,464.95		1,144,464.95
St. Paul Bridge & Terminal Railway Co.	2,102.71					
Winona Bridge Railway Co.						
Wisconsin Central Railway Co.	Unable to furnish.			2,102.71	354,952.24	357,054.95
Wisconsin, Minnesota & Pacific Railway Co.						

\*Credit.

†Additions would be misleading account some lines not reporting



TABLE V (a)  
EQUIPMENT INVESTMENT SINCE JUNE 30, 1907, ENTIRE LINES.

NAME OF ROAD	Expenditures for new lines or extensions during the Year			Expenditures for Additions and Betterments During the Year	Total Expenditures July 1, 1907 to June 30, 1912	Total Expenditures July 1, 1907 to June 30, 1913
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities			
Minnesota & Manitoba Railway Co.	\$9,829,704.88				\$35,974,155.18	\$45,803,950.06
Canadian Northern Railway Company					13,560,111.95	17,204,990.65
Chicago, Burlington & Quincy Railroad Company				\$3,744,878.70	10,431,403.55	10,600,750.09
Chicago Great Western R. R. Company				169,346.54	10,352,409.69	47,501,771.91
Chicago, Milwaukee & St. Paul Railway Company			\$25,666,457.73	11,483,004.40	10,982,754.41	15,603,845.59
Chicago & Northwestern Railway Company	6,463.90		330,995.00	4,284,612.19	10,267,595.63	15,992,387.26
Chicago, Rock Island & Pacific Railway Company				5,694,701.63	1,749,986.62	3,173,271.66
Chicago, St. Paul, Minneapolis & Omaha Railway Company				1,423,285.04		
Dubuque & Sioux City Railroad (Illinois Central)					724.57	724.57
Duluth Belt Line					1,484,314.90	2,011,292.37
Duluth & Iron Range Railroad Company				526,977.47	1,774,828.69	2,000,754.07
Duluth, Missabe & Northern Railway Company				223,925.98	*15,777.60	*16,605.52
Duluth & Northeastern Railroad Company				*827.92		
Duluth & Northern Minnesota Railway Company				32,403.33	103,243.98	135,647.31
Duluth, Rainy Lake & Winnipeg Railway Company						
Duluth, Winnipeg & Pacific Ry. Co.					9,220.04	9,222.04
Duluth, South Shore & Atlantic Railway Company				733,728.11	237,970.71	971,707.82
Duluth, Terminal Railway Company						
Great Northern Railway Company	8,818.17			7,554,373.17	17,112,519.29	24,675,710.63
Green Bay & Western Railway Company				48,004.57	70,929.08	118,933.65
Mason City & Ft. Dodge Railway Company				*13,451.78	*80,533.79	*93,985.57
Minneapolis & Eastern Railway Company						
Minneapolis & Red River Railway Company				*26,950.00	23,985.98	*2,964.02
Minneapolis & St. Louis Railroad Company				5,962.75	22,087.71	28,050.46
Minneapolis, St. Paul & Sault Ste. Marie Railway Company				*14,749.67	2,210,241.85	2,105,492.18
Minneapolis Western Railway Company				4,169,997.71	2,515,021.48	6,685,019.19
Minneapolis, Dakota & Western Ry. Co.					100.00	100.00
Big Fork & International Falls Ry. Co.				37,179.33	201,177.85	238,357.18
Minnesota & International Railway Company					17,250.00	17,250.00
Minnesota & North Wisconsin Railway Company				9,725.31	82,647.88	92,373.19
Minnesota Transfer Railway Company				13,230.26	40,170.55	53,400.81
Mississippi Hill City & Western Ry.				*308.00	28,328.68	28,018.68
Northern Pacific Railway Company				7,092,025.80	11,983,502.77	19,075,528.57
Railway Transfer of Minneapolis						
St. Paul Bridge & Terminal Ry. Co.						
Winona, Bridger & Terminal Railway Company				*408,038.27	3,229,701.84	2,821,663.57
Wisconsin Central Ry.				*22,166.40	*100,989.00	*123,155.40
Wisconsin, Minnesota & Pacific Railway Company						
	\$9,845,097.04		\$25,997,452.73	\$46,771,081.78	\$134,279,871.45	\$216,893,503.00

\*Credit.

**TABLE V (P)**  
**GENERAL EXPENDITURES INVESTMENT SINCE JUNE 30, 1907, ENTIRE LINES**

NAME OF ROAD	Expenditures for new lines or extensions during the year				Expenditures for additions and betterments during the year	Total Expenditures July 1, 1907 to June 30, 1912	Total Expenditures July 1, 1907, to June 30, 1913
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities				
Minnesota & Manitoba Ry. Co.						\$5,838,811.33	\$6,456,041.72
Canadian Northern Ry. Co.	\$617,230.39					1,521,601.39	1,522,250.89
Chicago, Burlington & Quincy R. R. Co.	649.50						
Chicago, Great Western R. R. Co.							
Chicago, Milwaukee & St. Paul Ry.			\$353,145.84		\$583,554.94	58,405.76	995,506.54
Chicago & Northwestern Ry. Co.					72,074.24	28,780.60	100,854.84
Chicago, Rock Island & Pacific Ry. Co.					28,125.00	94,773.26	122,898.26
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.					93,190.91	76,551.51	169,742.42
Dubuque & Sioux City (Illinois Central) R. R. Co.							
Duluth Belt Line.							
Duluth & Iron Range R. R. Co.							
Duluth, Missabe & Northern Ry. Co.							
Duluth & Northeastern R. R. Co.							
Duluth & Northern Minnesota Ry. Co.							
Duluth, Rainy Lake & Winnipeg Ry. Co.							
Duluth, Winnipeg & Pacific Ry. Co.							
Duluth, South Shore & Atlantic Ry. Co.							
Duluth Terminal Ry. Co.							
Great Northern Ry. Co.	290,721.30				13,742.49	11,420.00	25,162.49
Green Bay & Western Ry. Co.						*921.37	*921.37
Mason City & Ft. Dodge Ry. Co.						1,200,498.63	1,491,219.93
Minneapolis Eastern Ry. Co.							
Minneapolis & Rainy River Ry. Co.						5,369.35	5,369.35
Minneapolis, Red Lake & Manitoba Ry. Co.							
Minneapolis & St. Louis R. R. Co.						520,675.00	230,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.			78,394.05		*19,137.64	747,857.17	807,113.58
Minneapolis Western Ry. Co.							
Minnesota, Dakota & Western Ry. Co.						5,040.27	5,040.27
Big Fork & International Falls Railway Company						133,863.56	133,863.56
Minnesota & International Ry. Co.					14.78		14.78
Minnesota & North Wisconsin Ry. Co.							
Minnesota Transfer Ry. Co.							
Mississippi, Hill City & Western Railway					19.09	230.00	249.09
Northern Pacific Ry. Co.	19,125.82				44,131.62	59,315.98	50,315.98
Railway Transfer of Minneapolis						321,985.90	383,243.34
St. Paul Bridge & Terminal Ry. Co.						7,100.77	7,100.77
St. Paul Bridge Ry. Co.							
Wisconsin Central Ry. Co.						1,216,815.06	1,216,815.06
Wisconsin, Minnesota & Pacific Ry. Co.					*84,200.00	84,200.00	
	\$927,727.01		\$431,539.89		\$440,840.43	\$1,932,774.17	\$13,732,981.50

\*Credit.

TABLE V. (c)  
RECAPITULATION OF EXPENDITURES FOR ROAD EQUIPMENT AND GENERAL EXPENDITURES—ENTIRE LINES

NAME OF ROAD	Expenditures for new lines or extensions during the Year			Expenditures for Additions and Betterments During the Year	Total Expenditures July 1, 1907, to June 30, 1912	Total Expenditures July 1, 1907, to June 30, 1913
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities			
<b>Minnesota &amp; Manitoba Ry. Co.</b>					\$191,993,360.92	\$221,257,996.74
Canadian Northern Ry.	\$29,264,635.32			\$12,339,222.76	55,529,354.99	69,471,721.31
Chicago, Burlington & Quincy R. R. Co.	1,603,143.56			1,516,078.49	106,934,824.85	108,450,903.34
Chicago Great Western R. R. Co.				34,277,068.73	41,227,700.64	258,438,514.97
Chicago Milwaukee & St. Paul Ry. Co.			\$182,933,745.60	7,831,513.04	86,911,461.09	98,950,044.63
Chicago & Northwestern Ry. Co.	659,470.50		3,547,600.00	8,433,543.87	28,786,160.09	37,219,703.96
Chicago, Rock Island & Pacific Ry. Co.				4,334,875.16	5,537,985.51	9,874,181.78
Chicago St. Paul, Minneapolis & Omaha Ry. Co.	1,321.11			4,222,672.52	871,861.75	1,094,534.27
Dubuque & Sioux City (Illinois Central) R. R. Co.					96,916.89	96,916.89
<b>Duluth &amp; Iron Range R. R. Co.</b>				774,929.79	4,626,192.17	5,402,291.05
Duluth, Missabe & Northern Ry. Co.	1,169.09			787,375.94	6,066,506.13	6,853,882.07
Duluth & Northeastern R. R. Co.				2,384.29	76,948.16	79,332.45
Duluth & Northern Minnesota Ry. Co.				37,374.82	630,596.82	758,217.69
Duluth, Rainy Lake & Winnipeg Ry. Co.	90,246.05				205,809.25	205,809.25
Duluth, Winnipeg & Pacific Ry. Co.				12,591,717.24	557,630.19	12,591,717.24
Duluth, South Shore & Atlantic Ry.				996,680.51	1,554,310.70	
Duluth Terminal Ry. Co.				7,189.58	*939.31	6,250.27
Great Northern Ry. Co.	11,742,084.87			12,654,025.82	65,510,985.99	89,907,096.47
Green Bay & Western Ry. Co.				97,361.68	*92,770.92	4,590.76
Mason City & Ft. Dodge Ry. Co.				87,164.62	272,356.65	359,521.27
Minneapolis Eastern Ry. Co.				*25,108.94	293,535.26	268,426.32
Minneapolis & Rainy River Ry. Co.				40,848.50	41,293.90	82,142.40
Minneapolis, Red Lake & Manitoba Ry. Co.				68,300.83	33,702,854.97	34,300,098.81
Minneapolis & St. Louis R. R. Co.	28,943.01		500,000.00	5,080,712.87	26,242,874.12	33,716,770.42
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.			2,393,183.43		100.00	100.00
Minneapolis Western Ry. Co.			*262,500.00	4,3402.11	1,442,556.93	1,223,459.04
Minnesota, Dakota & Western Ry. Co.				20,983.32	889,523.33	910,506.65
Big Fork & International Falls Railway Company				67,235.94	296,730.91	363,966.85
Minnesota & International Ry. Co.						
Minnesota & North Wisconsin Ry. Co.				61,028.04	232,917.65	293,945.69
Minnesota Transfer Ry. Co.				250.51	256,625.63	256,876.14
Mississippi, Hill City & Western Railway				13,226,041.56	58,240,905.88	72,295,240.72
Northern Pacific Ry. Co.	828,293.28				362,053.01	364,155.72
Railway Transfer of Minneapolis	2,102.71				2,038.57	2,038.57
St. Paul Bridge & Terminal Ry. Co.			1,105.28	*4,780,576.72	9,278,119.28	4,499,647.84
Winona Bridge Ry. Co.				*99,749.73	88,877.95	*10,871.78
Wisconsin Central Railway						
Wisconsin, Minnesota & Pacific Ry. Co.						
<b>Total</b>	<b>\$44,221,409.80</b>		<b>\$189,113,134.31</b>	<b>\$110,694,547.15</b>	<b>\$727,114,949.25</b>	<b>\$1,071,144,040.51</b>

\*Credit.

TABLE V. (c)—Continued.  
RECAPITULATION OF EXPENDITURES FOR ROAD EQUIPMENT AND GENERAL EXPENDITURES.

NAME OF ROAD	State of Minnesota				
	Expenditures for new lines or extensions during the Year		Expenditures for Additions and Betterments During the Year	Total Expenditures July 1, 1907, to June 30, 1912	Total Expenditures July 1, 1907, to June 30, 1913
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities		
<b>Minnesota &amp; Manitoba Railway Company</b> .....					
Canadian Northern Railway Company.....					
Chicago, Burlington & Quincy Railroad Company.....					
Chicago Great Western Railroad Company.....					
Chicago, Milwaukee & St. Paul Railway Company.....				\$456,842.39	\$1,675,391.29
Chicago Northwestern Railway Company.....				1,112,037.13	1,267,947.40
Chicago, Rock Island & Pacific Railway Company.....					
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....					
Dubuque & Sioux City Railroad (Illinois Central).....					
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....	\$1,169.09			774,929.79	96,916.89
Duluth, Missabe & Northern Railway Company.....				4,626,192.17	5,402,201.05
Duluth & Northern Railroad Company.....				787,375.94	6,066,506.13
Duluth & Northern Minnesota Railway Company.....				2,384.20	70,948.16
Duluth, Remy Lake & Winnipeg Railway Company.....	90,246.05			37,374.82	630,396.82
Duluth, Winnipeg & Pacific Ry. Co.....					205,809.25
Duluth, South Shore & Atlantic Railway Company.....				12,591,717.24	12,591,717.24
Duluth Terminal Railway Company.....					
Great Northern Railway Company.....				7,189.58	939.31
Green Bay & Western Railway Company.....				1,070,910.37	5,957,525.62
Mason City & Ft. Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....				*25,108.84	293,535.26
Minneapolis & Rainy River Railway Company.....				40,848.50	41,293.90
Minneapolis, Red Lake & Manitoba Railway Company.....				44,666.01	1,370,423.43
Minneapolis & St. Louis Railroad Company.....			\$805,813.11	1,594,167.43	17,260,478.59
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....					100.00
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Ry. Co.....		*262,500.00		43,402.11	1,442,556.93
Big Fork & International Falls Railway Company.....				20,983.32	889,523.33
Minnesota & International Falls Railway Company.....				67,235.94	296,730.91
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....				61,028.04	232,917.65
Mississippi, Hill City & Western Railway.....				250.61	256,876.14
Northern Pacific Railway Company.....				2,807,387.73	2,807,387.73
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Ry. Co.....	2,102.71				
Wisconsin Central Railway Company.....				2,102.71	362,053.01
Wisconsin, Minnesota & Pacific Railway Company.....					
<b>Total</b> .....	<b>\$93,517.85</b>		<b>\$543,313.11</b>	<b>\$21,505,522.20</b>	<b>\$65,191,486.22</b>

\*Credit.

TABLE V(G).  
SUMMARY OF ROAD AND EQUIPMENT. ENTIRE LINES AND STATE OF MINNESOTA

NAME OF ROAD	Entire Lines				Reserve for Accrued Depreciation Cr	Net Total	Cost per Mile of Line
	Investment to June 30, 1907			Total			
	Road	Equipment	Investment Since June 30, 1907				
<b>Minnesota &amp; Manitoba Ry</b> .....	\$999,000.00			\$999,000.00		\$999,000.00	\$22,860.41
Canadian Northern Ry.....	79,540,324.19		\$141,717,672.55	221,257,996.74		221,257,996.74	56,921.38
Chicago, Burlington & Quincy R. R.	296,437,146.87	\$48,844,353.13	69,471,721.31	414,753,221.31	\$21,816,162.81	392,937,058.50	44,974.73
Chicago Great Western R. R.			108,450,903.34	108,450,903.34	418,386.89	108,032,516.45	142,898.26
Chicago, Milwaukee & St. Paul Ry	210,540,735.04	47,600,579.97	238,438,514.87	316,579,239.36	5,649,279.38	311,000,000.00	54,509.02
Chicago & Northwestern Ry. Co.	237,610,333.67		336,653,343.30	336,653,343.30	4,963,537.28	331,689,806.02	43,385.03
Chicago, Rock Island & Pacific Ry	193,210,227.88		37,219,703.96	230,429,931.84	718,537.21	229,711,394.63	42,785.72
Chicago, St. Paul, Mpls. & Omaha Ry	52,458,111.00		9,874,181.78	62,332,292.78	1,321,312.99	70,961,479.79	42,372.40
Dubuque & Sioux City (Ill. Central)	29,678,762.92		1,094,534.27	30,773,297.19		30,773,297.19	40,439.68
Duluth Belt Line	800,162.32	724.57		800,886.89		800,886.89	64,811.26
Duluth & Iron Range R. R. Co.	13,984,569.85	5,273,564.94	5,402,291.05	24,660,425.84	3,309,421.44	21,351,004.40	73,649.59
Duluth, Missabe & Northern Ry.	15,614,100.84	7,055,089.03	6,853,882.07	29,523,071.94	3,793,169.90	25,729,902.04	72,591.23
Duluth & Northeastern R. R. Co.	657,740.74	182,798.78	79,332.45	929,871.97	44,700.38	885,173.59	13,994.84
Duluth & Northern Minnesota Ry.	936,391.26	168,108.42	758,217.65	1,862,718.37	42,271.62	1,820,446.75	15,788.78
Duluth, Rainy Lake & Winnipeg Ry.	3,542,032.68	458,256.82	205,809.25	4,206,098.75	106,844.72	4,099,254.03	44,746.80
Duluth, Winnipeg & Pacific Ry. Co.			12,391,717.24	12,391,717.24	22,945.92	12,368,771.32	150,542.24
Duluth, South Shore & Atlantic Ry.	43,381,913.37	3,242,983.02	1,354,310.70	48,000,207.09	519,956.65	47,480,250.44	79,219.93
Duluth Terminal Ry. Co.	400,485.06		6,250.27	406,735.33		406,735.33	223,480.95
Great Northern Ry.	230,947,770.98	44,084,373.57	89,907,096.48	364,939,241.03	23,594,983.65	341,344,257.38	44,783.96
Green Bay & Western Ry. Co.	9,467,082.50	600,000.00	4,590.76	10,071,673.26	153,208.07	9,918,465.19	44,082.09
Mason City & Fort Dodge Ry. Co.	42,766,182.21	1,519,088.67	359,521.27	44,644,792.15	56,302.94	44,588,489.21	17,918.41
Minneapolis Eastern Ry. Co.	251,629.32	23,598.67		275,228.00	5,805.36	269,422.63	23,681.31
Minneapolis, Rainy River Ry. Co.	1,056,138.35	274,735.74	268,426.32	1,599,300.41	105,720.30	1,493,580.11	17,410.23
Minneapolis, Red Lake & Manitoba	515,248.75		82,142.40	597,391.15	14,148.52	583,242.63	17,410.23
Minneapolis, St. Louis R. R. Co.	24,900,532.94	4,405,864.50	34,300,098.81	63,606,496.25	508,743.81	63,097,752.44	46,237.65
Minneapolis, St. Paul & Sault Ste. Marie	63,020,149.28	13,834,144.04	33,716,770.42	110,571,063.74	1,592,246.03	108,978,817.71	37,300.82
Minneapolis, Western Ry. Co.	739,850.10	12,317.38	100.00	752,267.48	5,542.66	746,724.82	441,849.01
Minnesota, Dakota & Western Ry. Co.			1,223,459.04	1,223,459.04	18,607.39	1,204,851.65	48,290.65
Big Fork & International Falls Ry. Co.			910,506.65	910,506.65	3,132.67	907,373.98	26,270.24
Minnesota & International Falls Ry. Co.	2,059,798.04	358,611.62	363,968.85	2,782,376.51	174,804.38	2,607,572.13	16,785.14
Minnesota & North Wisconsin Ry.							
Minnesota Transfer Ry. Co.	1,674,672.95	147,072.00	293,945.69	2,115,690.64	35,122.92	2,080,567.72	14,465.41
Mississippi, Hill City & Western Ry.	315,838,961.80	37,295,670.07	258,876.14	431,121,398.10	3,731.49	427,389,666.61	14,465.41
Northern Pacific Ry.					12,163,011.93	418,958,386.17	Would be mis-
Railway Transfer of Minneapolis							leading
St. Paul Bridge & Terminal Ry. Co.	789,304.66		364,155.72	364,155.72	16,298.34	347,857.38	61,458.90
Winona Bridge Ry. Co.	54,019,413.55	4,160,096.51	2,038.57	701,343.23		701,343.23	788,294.40
Wisconsin Central Ry.	11,337,627.37		4,499,647.84	62,679,157.90	1,011,327.83	61,667,830.07	62,033.00
Wisconsin, Minnesota & Pacific Ry.			110,871.78	12,107,520.50	25,136.62	12,082,383.88	43,551.11
<b>Totals</b> .....	\$1,948,538,291.96	\$220,312,701.36	\$997,198,324.94	\$3,166,049,318.26	\$81,917,057.79	\$3,084,132,260.47	†
†Totals would be misleading account some not reporting. *Equipment included. †Credit.							

†Totals would be misleading account some lines not reporting.

\*Equipment included.

†Credit.

TABLE V(d)—Continued.  
SUMMARY OF ROAD AND EQUIPMENT. ENTIRE LINES AND STATE OF MINNESOTA

NAME OF ROAD	Investment to June 30, 1907		Investment Since June 30, 1907	Total	Reserve for Accrued Depreciation Cr.	Net Total	Cost per Mile of Line
	Road	Equipment					
State of Minnesota							
Minnesota & Manitoba Ry.....	\$999,000.00			\$999,000.00		\$999,000.00	\$22,860.41
Canadian Northern Ry.....							
Chicago, Burlington & Quincy R. R.							
Chicago, Great Western R. R.							
Chicago, Milwaukee & St. Paul Ry.	35,897,195.32	\$8,115,898.88	\$16,820,735.11	16,820,735.11	\$60,198.19	16,760,536.92	142,898.20
Chicago & Northwestern Ry. Co.			34,217,259.38	78,290,353.58	748,036.17	77,542,317.41	62,397.67
Chicago, Rock Island & Pacific Ry.			27,555,131.49	27,555,131.49		27,555,131.49	42,395.03
Chicago, St. Paul, Minneapolis & Omaha Ry.							
Dubuque & Sioux City (Ill. Central)	*18,293,869.49			18,293,869.49		18,293,869.49	42,374.38
Duluth Belt Line.....	96,192.32	724.57		96,916.89		96,916.89	64,811.26
Duluth & Iron Range R. R. Co.	13,984,569.85	5,273,564.94	5,402,291.05	24,660,425.84	3,309,421.44	21,351,004.40	78,649.59
Duluth, Missabe & Northern Ry.	15,614,100.74	7,055,989.93	6,853,382.07	29,523,472.74	3,793,109.30	25,729,962.04	72,581.23
Duluth & Northeastern R. R. Co.	637,744.74	192,796.78	78,832.45	929,373.97	44,709.38	885,173.59	13,994.84
Duluth & Northern Minnesota Ry.	936,391.26	188,109.42	758,217.69	1,862,718.37	42,271.62	1,820,446.75	15,768.88
Duluth, Rainy Lake & Winnipeg Ry.	3,542,032.68	438,256.82	205,890.25	4,206,098.75	106,844.72	4,099,254.03	44,746.80
Duluth, Winnipeg & Pacific Ry. Co.			12,591,717.24	12,591,717.24	22,945.92	12,568,771.32	150,542.24
Duluth, South Shore & Atlantic Ry.							
Duluth Terminal Ry. Co.	400,485.06		6,250.27	406,735.33		406,735.33	223,480.95
Great Northern Ry. Co.	Cannot	state.	7,029,335.99	Cannot	state.		
Green Bay & Western Ry. Co.							
Mason City & Fort Dodge Ry. Co.							
Minneapolis Eastern Ry. Co.	251,624.32	23,506.67		275,130.99	5,805.36	269,325.63	23,681.31
Minneapolis & Rainy River Ry. Co.	1,056,138.35	274,735.74	248,426.32	1,599,300.41	105,720.30	1,493,580.11	17,410.23
Minneapolis, Red Lake & Manitoba.	*515,248.75		82,142.40	597,391.15	14,148.52	583,242.63	17,213.23
Minneapolis & St. Louis R. R. Co.	*17,592,630.38		1,425,089.44	19,017,719.82	141,481.65	18,876,238.17	49,743.69
Minneapolis, St. Paul & Sault Ste. Marie.	*17,957,245.51		19,660,450.13	37,617,744.64	538,179.16	37,079,565.48	41,849.01
Minneapolis Western Ry. Co.	739,850.10	12,317.38	100.00	752,267.48	5,542.68	746,724.82	48,990.65
Minnesota, Dakota & Western Ry. Co.			1,223,459.04	1,223,459.04	18,607.39	1,204,851.65	26,207.24
Big Fork & International Falls Ry. Co.			910,506.65	910,506.65	3,132.67	907,373.98	16,785.14
Minnesota & International Falls Ry. Co.	2,059,708.04	358,611.62	363,966.85	2,782,376.51	174,804.38	2,607,572.13	
Minnesota & North Wisconsin Ry.							
Mississippi, Hill City & Western Ry.	1,674,672.95	147,072.00	293,945.69	2,115,690.64	35,122.92	2,080,567.72	14,465.41
Northern Pacific Ry.	Unable to furnish.		256,876.14	256,876.14	3,731.49	253,144.65	
Railway Transfer of Minneapolis.							
St. Paul Bridge & Terminal Ry. Co.			364,155.72	364,155.72	16,298.34	347,857.38	61,458.90
Winona Bridge Ry. Co.							
Wisconsin Central Ry.							
Wisconsin, Minnesota & Pacific Ry.							
†Totals would be misleading account some lines not reporting.							†
*Equipment included.							†

\*Equipment included.

**TABLE VI**  
**INCOME ACCOUNT OF OPERATING COMPANIES AND LESSER COMPANIES FOR ENTIRE LINES.**  
**YEAR ENDING JUNE 30, 1913.**

NAME OF ROAD	Income from Rail Operations			Income from Auxiliary or Outside Operations		
	Revenues	Expenses	Net Revenue or Deficit	Revenue	Expenses	Net Revenue or Deficit
Minnesota & Manitoba Railway Company.....	\$24,277,478.47	\$17,151,462.19	\$7,126,016.28			
Canadian Northern Railway Company.....	94,374,485.51	62,842,891.03	31,531,594.48			
Chicago, Burlington & Quincy Railroad Company.....	14,000,618.42	10,260,142.08	3,740,476.34	\$909,697.13	\$1,037,388.14	*\$127,691.01
Chicago, Great Western R. R. Company.....	82,585,462.88	56,899,623.50	25,685,839.38	99,360.29	97,067.15	2,293.14
Chicago & Milwaukee & St. Paul Railway Company.....	83,035,921.08	58,252,780.22	24,783,140.86	1,521,867.59	1,432,484.11	89,383.48
Chicago & Northwestern Railway Company.....	67,968,960.67	50,316,577.55	17,652,383.12	865,983.09	854,686.74	11,296.35
Chicago, Rock Island & Pacific Railway Company.....	16,993,004.68	11,887,461.28	5,105,543.40	473,142.71	656,553.29	*\$183,410.58
Chicago, St. Paul, Minneapolis & Omaha Ry. Company.....	6,995.60	5,380,773.74	1,537,732.29	195,493.42	200,305.04	*\$4,811.62
Dubuque & Sioux City Railroad (Illinois Central).....	7,121,718.93	3,324,108.19	3,797,610.74			
Duluth & Iron Range Railroad Company.....	8,476,104.50	3,803,358.29	4,672,746.21	84,273.47	58,040.15	26,233.32
Duluth, Missabe & Northern Railway Company.....	187,125.81	147,083.78	40,041.83	79,329.92	50,235.02	29,094.90
Duluth & Northeastern Railroad Company.....	382,290.05	272,596.62	109,693.43			
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Winnipeg & Pacific Ry. Co.....	1,339,393.02	874,093.41	465,299.61			
Duluth, South Shore & Atlantic Railway Company.....	3,412,831.60	2,724,490.16	688,341.44	82,940.73	78,168.41	4,672.32
Duluth, Terminal Railway Company.....						
Great Northern Railway Company.....	78,654,590.78	45,628,640.08	32,825,950.70	1,361,739.86	1,240,216.94	121,522.92
Green Bay & Western Railway Company.....	757,993.75	501,698.89	256,294.86			
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....	67,674.80	32,329.40	35,345.40			
Minneapolis & Rainy River Railway Company.....	108,417.90	102,300.71	6,117.19			
Minneapolis, Red Lake & Manitoba Railway Company.....	59,908.99	49,904.04	10,004.95			
Minneapolis & St. Louis Railroad Company.....	9,707,003.58	6,707,387.86	2,999,615.72	2,269.23	2,631.48	*\$362.25
Minneapolis, St. Paul & S. Ste Marie Railway Company.....	31,763,787.46	18,981,257.33	12,872,530.13	540,875.04	413,256.71	127,618.33
Minneapolis, Western Railway Company.....	38,176.44	30,614.44	7,562.00			
Minnesota, Dakota & Western Ry. Co.....	72,144.32	78,447.37	*\$6,303.05			
Big Fork & International Falls Ry. Co.....	131,543.65	71,434.76	60,108.79			
Minnesota & International Railway Company.....	927,968.18	611,779.73	316,188.45			
Minnesota & North Wisconsin Railway Company.....						
Minnesota Transfer Railway Company.....				17,184.16	15,368.36	1,815.80
Mississippi Hill City & Western Ry.....	27,571.20	28,536.12	*\$984.92			
Northern Pacific Railway Company.....	72,676,138.72	44,673,298.15	28,002,840.57	1,922,992.12	1,614,171.84	308,820.28
Railway Transfer of Minneapolis.....	207,425.45	97,504.12	109,921.33			
St. Paul Bridge & Terminal Ry. Co.....	163,063.25	115,871.40	47,221.85			
W. Monia Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....						
<b>Total.....</b>	<b>\$606,454,035.42</b>	<b>\$401,974,931.51</b>	<b>\$204,479,103.91</b>	<b>\$8,157,048.70</b>	<b>\$7,750,573.38</b>	<b>\$406,475.38</b>

\*Deficit.

TABLE VI—Continued.  
INCOME ACCOUNT OF OPERATING COMPANIES AND LESSER COMPANIES FOR ENTIRE LINES,  
YEAR ENDING JUNE 30, 1913.

NAME OF RAILROAD	Net Railway Operating Revenue or Deficit	Railway Tax Accruals	Railway Operating Income	Railway Operating Loss	Total other income from rents, divi- dends and interest on stocks and bonds, etc.
Minnesota & Manitoba Railway Company.....	\$7,126,016.28	\$175,867.08	\$6,950,149.20		\$26,460.00
Canadian Northern Railway Company.....	31,403,903.47	3,551,980.74	27,851,922.73		1,959,929.90
Chicago, Burlington & Quincy Railroad Company.....	3,742,769.48	439,186.11	3,303,583.37		175,379.46
Chicago, Great Western R. R. Company.....	25,775,222.86	3,373,832.52	22,401,390.34		8,034,914.03
Chicago, Milwaukee & St. Paul Railway Company.....	24,794,437.21	3,597,159.80	21,197,277.41		3,463,491.91
Chicago & Northwestern Railway Company.....	17,468,972.54	2,857,693.74	14,611,278.80		3,127,722.42
Chicago, Rock Island & Pacific Railway Company.....	5,100,731.78	832,263.27	4,268,468.51		235,803.09
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,537,732.29	230,533.75	1,307,198.54		74,977.49
Dubuque & Sioux City Railroad (Illinois Central).....	3,823,844.06	256.70	3,462,074.77	\$26.17	
Duluth Belt Line.....	4,701,841.11	422,240.39	4,279,600.72		301,415.24
Duluth & Iron Range Railroad Company.....	40,041.83	5,219.09	34,822.74		122,776.18
Duluth, Missabe & Northern Railway Company.....	109,693.43	18,594.69	91,098.74		5,409.75
Duluth & Northeastern Railroad Company.....	465,299.61	63,303.55	401,996.06		100,000.00
Duluth, Rainy Lake & Winnipeg Railway Company.....	693,013.76	219,625.03	473,388.73		1,096.19
Duluth, Winnipeg & Pacific Ry. Co.....		190.00		190.00	35,368.66
Duluth, South Shore & Atlantic Railway Company.....					24,190.00
Duluth, Terminal Railway Company.....	32,947,473.62	4,276,898.00	28,670,575.62		7,787,722.76
Great Northern Railway Company.....	256,294.86	30,529.68	225,765.18		37,670.57
Green Bay & Western Railway Company.....					480,000.00
Mason City & Ft. Dodge Railway Company.....	35,345.40	3,221.56	32,123.84		6,077.77
Minneapolis Eastern Railway Company.....	6,117.19	6,867.47		750.28	22.50
Minneapolis & Ramsey River Railway Company.....	10,004.95	2,731.56	7,273.39		309,822.12
Minneapolis, Red Lake & Manitoba Railway Company.....	2,999,253.47	356,822.37	2,642,431.10		792,699.17
Minneapolis & St. Louis Railroad Company.....	13,000,148.46	1,298,967.59	11,701,180.87		1,062.80
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	7,562.00	1,688.85	5,873.15		17,708.37
Minneapolis Western Railway Company.....	6,303.05	3,525.65	2,777.40	9,828.70	12,179.92
Minnesota, Dakota & Western Ry. Co.....	60,108.79	6,148.57	53,960.22		25,614.82
Big Fork & International Falls Ry. Co.....	316,188.45	45,294.19	270,894.26		94,082.22
Minnesota & International Falls Railway Company.....					
Minnesota Transfer Railway Company.....	1,815.80	3,106.81		1,291.01	8,871,878.17
Mississippi, Hill City & Western Ry.....	984.92	1,259.05		2,243.97	50.00
Northern Pacific Railway Company.....	28,311,660.85	3,998,028.08	24,313,632.77		3,739.40
Railway Transfer of Minneapolis.....	109,921.33	7,429.96	100,413.32		3,611,108.12
St. Paul Bridge & Terminal Ry. Co.....	47,221.85	2,588.23	39,791.89		249,280.00
Winona Bridge Railway Company.....		465,166.65		2,588.23	
Wisconsin Central Railway Company.....				465,166.65	
Wisconsin, Minnesota & Pacific Railway Company.....					
<b>Total</b>	<b>\$204,885,579.29</b>	<b>\$26,670,488.03</b>	<b>\$178,697,106.27</b>	<b>\$482,075.01</b>	<b>\$40,034,409.19</b>

\*Deficit



TABLE VI (a)  
INCOME ACCOUNT OF OPERATING COMPANIES AND LESSER COMPANIES ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Gross Income	Gross Loss	Total Deductions from Gross Income	Net Income	Net Loss	Disposition of Net Income
<b>Minnesota &amp; Manitoba Ry.</b>	<b>\$26,460.00</b>		<b>\$26,460.00</b>			
Canadian Northern Ry.	6,950,148.20		6,158,317.84	\$791,831.36		
Chicago, Burlington & Quincy R. R.	29,811,852.63		9,725,656.46	20,086,196.17		\$655,450.28
Chicago Great Western R. R.	3,478,962.83		2,233,923.38	1,245,039.45		
Chicago Milwaukee & St. Paul Ry.	30,436,304.37		12,793,266.39	17,643,037.98		
Chicago & Northwestern Ry. Co.	24,660,768.32		9,785,755.85	14,875,012.47		199,990.75
Chicago, Rock Island & Pacific Ry.	17,739,001.22		13,741,972.28	3,997,028.94		
Chicago, St. Paul, Minneapolis & Omaha	4,504,271.60		2,225,338.29	2,278,933.31		
Dubuque & Sioux City (Ill. Central)	1,382,176.03		1,064,131.74	318,044.29		
Duluth Belt Line		\$26.17	88.91		\$115.08	56,733.60
Duluth & Iron Range R. R. Co.	3,763,490.01		750,285.40	3,013,204.61		
Duluth, Missabe & Northern Ry.	4,402,376.90		681,006.72	3,721,370.18		387,025.60
Duluth & Northeastern R. R. Co.	34,822.74		14,453.71	20,369.03		480,897.13
Duluth & Northern Minnesota Ry.	96,508.49		61,425.20	35,083.29		
Duluth, Rainy Lake & Winnipeg Ry.	100,000.00		100,000.00			
Duluth, Winnipeg & Pacific Ry. Co.	403,092.25		380,990.68			
Duluth, South Shore & Atlantic Ry.	508,757.39		1,046,277.27	22,101.57	537,519.88	
Duluth Terminal Ry. Co.	24,000.00			24,000.00		
Great Northern Ry. Co.	36,458,298.38		12,103,483.45	24,354,814.93		
Green Bay & Western Ry. Co.	263,435.75		21,580.02	241,855.73		
Mason City & Fort Dodge Ry. Co.	480,000.00		480,000.00			
Minneapolis Eastern Ry. Co.	32,123.84		6,983.60	25,140.24		
Minneapolis & Rainy River Ry. Co.	5,327.49		2,599.00	2,728.49		
Minneapolis, Red Lake & Manitoba	7,295.89		36,685.50		29,389.61	
Minneapolis & St. Louis R. R. Co.	2,952,253.22		2,582,026.10	370,227.12		
Minneapolis, St. Paul & Sault Ste. Marie	12,493,860.04		6,986,838.90	5,507,041.14		
Minneapolis Western Ry. Co.	6,935.95		2,757.37	4,178.58		
Minnesota, Dakota & Western Ry. Co.	7,879.67		56,722.35		48,842.68	
Big Fork & International Falls Ry. Co.	66,140.14		78,905.17		12,765.03	
Minnesota & International Ry.	296,506.08		174,402.76	122,106.33		
Minnesota & North Wisconsin Ry.						
Minnesota Transfer Ry. Co.	92,791.21		91,575.41	1,215.80		
Mississippi, Hill City & Western Ry.		2,243.97			12,402.91	
Northern Pacific Ry.	33,184,510.94		10,158.94	21,559,737.82		
Railway Transfer of Minneapolis.	100,463.32		11,624,773.12	27,667.49		
St. Paul Bridge & Terminal Ry. Co.	43,531.29		72,795.83	9,367.02		
Winona Bridge Ry. Co.	42,167.93		34,144.27	22,967.93		
Wisconsin Central Ry.	3,145,951.47		19,200.00	1,093,350.46		
Wisconsin, Minnesota & Pacific Ry.	249,280.00		2,052,601.01			
			249,280.00			
<b>TOTAL</b>	<b>\$218,251,770.58</b>	<b>\$2,270.14</b>	<b>\$97,476,862.91</b>	<b>\$121,413,672.73</b>	<b>\$641,035.19</b>	<b>\$1,780,097.36</b>

**TABLE VI(a)—Continued**  
**INCOME ACCOUNT OF OPERATING COMPANIES AND LESSER COMPANIES ENTIRE LINES, YEAR ENDING JUNE 30, 1913.**

NAME OF ROAD	Disposition of net income				Income Balance Transferred to Profit and Loss Debit	Income Balance Transferred to Profit and Loss Credit
	Dividends Appropriations of Income	Appropriations of Income for Additions and Betterments	Appropriations of Income for New Lines and Extensions	Stock Dis-count Ex-tinguished Through Income		
Minnesota & Manitoba Ry.						
Canadian Northern Ry.						\$791,831.36
Chicago, Burlington & Quincy R. R.						2,915,874.68
Chicago Great Western R. R.	\$8,867,128.00	\$7,647,743.21				1,245,039.45
Chicago, Milwaukee & St. Paul Ry.						17,943,037.98
Chicago & Northwestern Ry. Co.	10,899,615.00					3,775,407.72
Chicago, Rock Island & Pacific Ry.	3,743,525.00					253,503.94
Chicago, St. Paul, Minneapolis & Omaha.	2,086,910.00					192,023.31
Dubuque & Sioux City (Ill. Central)						261,310.89
Duluth Belt Line.					\$115.08	
Duluth & Iron Range R. R. Co.						2,926,179.01
Duluth, Missabe & Northern Ry.						3,240,473.05
Duluth & Northeastern R. R. Co.						20,369.03
Duluth & Northern Minnesota Ry.						36,083.29
Duluth, Rainy Lake & Winnipeg Ry.						
Duluth, Winnipeg & Pacific Ry. Co.						
Duluth, South Shore & Atlantic Ry.						
Duluth Terminal Ry. Co.					537,519.88	22,101.57
Great Northern Ry. Co.	24,000.00					
Green Bay & Western Ry. Co.	14,698,659.50	4,250,000.00			26,644.27	4,377,989.61
Mason City & Fort Dodge Ry. Co.	242,500.00	26,000.00				
Minneapolis & Eastern Ry. Co.				\$1,128,165.82		
Minneapolis & Rainy River Ry. Co.						26,140.24
Minneapolis & Red Lake & Minnibota.						2,728.49
Minneapolis & St. Louis R. R. Co.					29,389.61	
Minneapolis, St. Paul & Sault Ste. Marie						370,227.12
Minneapolis Western Ry. Co.						5,507,041.14
Minnesota, Dakota & Western Ry. Co.					48,842.88	4,178.58
Big Fork & International Falls Ry. Co.					12,765.03	
Minnesota & International Falls Ry. Co.						97,106.33
Minnesota & North Wisconsin Ry.	25,000.00					
Mississippi, Hill City & Western Ry.					12,402.91	1,215.80
Northway Transfer of Minneapolis.						
St. Paul Bridge & Terminal Ry. Co.	17,358,220.00			750.00		3,453,517.82
Winona Bridge Ry. Co.	27,667.49					9,387.02
Wisconsin Central Ry.						22,967.93
Wisconsin, Minnesota & Pacific.						1,086,360.46
	\$57,871,224.99	\$11,923,743.21			\$667,670.46	\$47,887,045.62
						\$1,874,105.82

TABLE VII.  
PROFIT AND LOSS ACCOUNT, ENTIRE LINES, YEAR ENDING JUNE 30, 1913. DEBIT.

NAME OF ROAD	Balance at Beginning of Fiscal Period	Debit Balance Transferred from Income Account	Appropriations of Surplus to Sinking and other Reserve Funds	Dividends Appropriations of Surplus	Appropriations of Surplus for Additions and Betterments	Stock Discount Extinguished Through Surplus
Minnesota & Manitoba Ry.						
Canadian Northern Ry.						
Chicago, Burlington & Quincy R. R.						
Chicago Great Western R. R.			\$237,434.18	\$13,912,533.00		
Chicago, Milwaukee & St. Paul Ry.						
Chicago & Northwestern Ry. Co.						
Chicago, Rock Island & Pacific Ry.						
Chicago, St. Paul, Minneapolis & Omaha Ry.						
Dubuque & Sioux City (Ill. Central)		\$115.08		273,995.35		
Duluth Belt Line..... R. R. Co.	\$72,683.56					
Duluth & Iron Range..... R. R. Co.						
Duluth, Missabe & Northern Ry.						
Duluth & Northeastern R. R. Co.						
Duluth & Northern Minnesota Ry.						
Duluth, Rainy Lake & Winnipeg Ry.				2,700,000.00		
Duluth, Winnipeg & Pacific Ry. Co.				3,495,625.00		
Duluth, South Shore & Atlantic Ry.		537,519.88				
Duluth Terminal Ry. Co.	4,091,350.27					
Great Northern Ry.						
Green Bay & Western Ry. Co.		26,644.27				
Mason City & West Dodge Ry. Co.						
Minneapolis Eastern Ry. Co.				8,750.00		
Minneapolis & Rainy River Ry. Co.	87,159.93					
Minneapolis, Red Lake & Manitoba	302,918.08	29,389.61				
Minneapolis & St. Louis R. R. Co.						
Minneapolis, St. Paul & Sault Ste. Marie Ry.				2,646,714.00		
Minneapolis Western Ry. Co.						
Minnesota, Dakota & Western Ry. Co.	4,328.16	48,842.68				
Big Fork & International Falls Ry. Co.	102,915.66	12,765.03			20,983.32	
Minnesota & International Falls Ry. Co.					67,235.94	
Minnesota & North Wisconsin Ry.						
Minnesota Transfer Ry. Co.	40,462.05					
Mississippi, Hill City & Western Ry.	13,842.59	12,402.91				
Northern Pacific Ry.						
Railway Transfer of Minneapolis.						
St. Paul Bridge & Terminal Ry. Co.	4,211.72					
Winona Bridge Ry. Co.						
Wisconsin Central Ry.				450,688.00		
Wisconsin, Minnesota & Pacific Ry.						
	\$4,719,872.02	\$667,679.46	\$237,434.18	\$23,488,306.35	\$88,219.26	

**TABLE V (C)**  
**GENERAL EXPENDITURES INVESTMENT SINCE JUNE 30, 1907, ENTIRE LINES**

NAME OF ROAD	Expenditures for new lines or extensions during the year			Expenditures for additions and betterments during the year	Total Expenditures July 1, 1907 to June 30, 1912	Total Expenditures July 1, 1907 to June 30, 1913
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities			
Minnesota & Manitoba Ry. Co.	\$617,230.39				\$5,838,811.33	\$6,456,041.72
Canadian Northern Ry. Co.	649.50				1,521,601.39	1,522,250.89
Chicago, Burlington & Quincy R. R. Co.						
Chicago, Great Western R. R. Co.			\$353,145.84	\$583,554.94	58,805.76	995,506.54
Chicago, Milwaukee & St. Paul Ry.				72,074.24	28,780.60	100,854.84
Chicago & Northwestern Ry. Co.				28,125.00	94,773.26	122,898.26
Chicago, Rock Island & Pacific Ry. Co.				93,190.91	76,551.51	169,742.42
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.						
Dubuque & Sioux City (Illinois Central) R. R. Co.						
Duluth Belt Line.						
Duluth & Iron Range R. R. Co.						
Duluth, Missabe & Northern Ry. Co.						
Duluth & Northeastern R. R. Co.						
Duluth & Northern Minnesota Ry. Co.						
Duluth, Rainy Lake & Winnipeg Ry. Co.						
Duluth, Winnipeg & Pacific Ry. Co.						
Duluth, South Shore & Atlantic Ry. Co.						
Duluth Terminal Ry. Co.				13,742.49	11,420.00	25,162.49
Great Northern Ry. Co.	290,721.30				\$921.37	\$31.37
Green Bay & Western Ry. Co.					1,200,498.63	1,491,219.93
Mason City & Ft. Dodge Ry. Co.						
Minneapolis Eastern Ry. Co.					5,369.35	5,369.35
Minneapolis & Rainy River Ry. Co.						
Minneapolis, Red Lake & Manitoba Ry. Co.						
Minneapolis & St. Louis R. R. Co.						
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.			78,394.05	*290,675.00	520,675.00	230,000.00
Minneapolis Western Ry. Co.				*19,137.64	747,857.17	807,113.58
Minnesota, Dakota & Western Ry. Co.					5,040.27	5,040.27
Big Fork & International Falls Railway Company				14.78	133,863.56	133,863.56
Minnesota & International Ry. Co.						14.78
Minnesota & North Wisconsin Ry. Co.						
Minnesota Transfer Ry. Co.						
Mississippi, Hill City & Western Railway				19.09	290.00	249.09
Northern Pacific Ry. Co.					59,315.98	59,315.98
Railway Transfer of Minneapolis				44,131.02	321,965.90	385,243.34
St. Paul Bridge & Terminal Ry. Co.	19,125.82					
Wisconsin Bridge Ry. Co.					7,100.77	7,100.77
Wisconsin Central Ry. Co.					1,216,815.06	1,216,815.06
Wisconsin, Minnesota & Pacific Ry. Co.				*84,200.00	84,200.00	
	\$927,727.01		\$431,539.89	\$440,840.43	\$11,932,774.17	\$13,732,881.50

\*Credit.

TABLE V (c)  
RECAPITULATION OF EXPENDITURES FOR ROAD EQUIPMENT AND GENERAL EXPENDITURES—ENTIRE LINES

NAME OF ROAD	Expenditures for new lines or extensions during the Year			Expenditures for Additions and Extensions made During the Year	Total Expenditures July 1, 1907, to June 30, 1912	Total Expenditures July 1, 1907, to June 30, 1913
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities			
<b>Minnesota &amp; Manitoba Ry. Co.</b>					\$191,983,360.92	\$221,257,996.74
Canadian Northern Ry.	\$29,264,635.82			\$12,339,222.76	55,529,354.99	69,471,721.31
Chicago, Burlington & Quincy R. R. Co.	1,603,143.56			1,516,078.49	106,934,824.85	108,450,903.34
Chicago Great Western R. R. Co.				34,277,068.73	41,227,700.64	258,438,514.97
Chicago Milwaukee & St. Paul Ry. Co.				8,831,513.04	86,911,461.09	98,950,044.63
Chicago & Northwestern Ry. Co.	659,470.50		\$182,933,745.60	8,433,543.87	28,786,160.09	37,219,703.96
Chicago, Rock Island & Pacific Ry. Co.			3,547,600.00	4,334,875.16	5,537,985.51	9,874,181.78
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,321.11			222,672.52	871,861.75	1,094,534.27
Dubuque & Sioux City (Illinois Central) R. R. Co.					96,916.89	96,916.89
Duluth & Belt Line				774,929.79	4,626,192.17	5,402,291.05
Duluth & Iron Range R. R. Co.	1,169.09			787,375.94	6,046,506.13	6,853,882.07
Duluth, Missabe & Northern Ry. Co.				2,384.29	76,948.16	79,332.45
Duluth & Northeastern R. R. Co.				37,374.82	630,596.82	758,217.69
Duluth & Northern Minnesota Ry. Co.	90,246.05				205,809.25	205,809.25
Duluth, Rainy Lake & Winnipeg Ry. Co.				12,591,717.24	557,630.19	12,591,717.24
Duluth, Winnipeg & Pacific Ry. Co.				996,680.51	*939.31	1,554,310.70
Duluth, South Shore & Atlantic Ry.				7,189.58	65,510,985.99	89,907,096.47
Duluth Terminal Ry. Co.				12,654,025.82	*92,770.92	4,590.76
Great Northern Ry. Co.	11,742,084.67			97,361.68	272,356.65	359,521.27
Green Bay & Western Ry. Co.				87,164.62		
Mason City & Ft. Dodge Ry. Co.				*25,108.94	293,535.26	268,426.32
Minneapolis Eastern Ry. Co.				40,848.50	41,293.90	82,142.40
Minneapolis & Rainy River Ry. Co.				68,300.83	33,702,854.97	34,300,098.81
Minneapolis, Red Lake & Manitoba Ry. Co.				5,080,712.87	26,242,874.12	33,716,770.42
Minneapolis & St. Louis R. R. Co.	28,943.01		500,000.00		100.00	100.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.			2,393,183.43			
Minneapolis Western Ry. Co.				4,3402.11	1,442,556.93	1,223,459.04
Minnesota, Dakota & Western Ry. Co.			*262,540.00	20,983.32	389,523.33	910,506.65
Big Fork & International Falls Railway Company				67,235.94	296,730.91	363,966.85
Minnesota & International Ry. Co.						
Minnesota & North Wisconsin Ry. Co.						
Minnesota Transfer Ry. Co.				61,028.04	232,917.65	293,945.69
Mississippi, Hill City & Western Railway				250.51	256,625.63	256,876.14
Northern Pacific Ry. Co.	828,293.28			13,226,041.56	58,240,905.88	72,295,240.72
Railway Transfer of Minneapolis					362,053.01	364,155.72
St. Paul Bridge & Terminal Ry. Co.	2,102.71			*4,780,576.72	9,279,119.28	4,499,647.84
Winona Bridge Ry. Co.			1,105.28	*99,749.73	88,877.95	*10,871.78
Wisconsin Central Railway						
Wisconsin, Minnesota & Pacific Ry. Co.						
<b>Total</b>	<b>\$44,221,409.80</b>		<b>\$189,113,134.31</b>	<b>\$110,694,547.15</b>	<b>\$727,114,949.25</b>	<b>\$1,071,144,040.51</b>

\*Credit.

TABLE V. (c)—Continued.  
RECAPITULATION OF EXPENDITURES FOR ROAD EQUIPMENT AND GENERAL EXPENDITURES.

NAME OF ROAD	State of Minnesota				
	Expenditures for new lines or extensions during the Year			Expenditures for Additions and Betterments During the Year	Total Expenditures July 1, 1907, to June 30, 1913
	From Cash or Other Working Assets	From Special Appropriations	Through Issue of Securities		
Minnesota & Manitoba Railway Company.....					
Canadian Northern Railway Company.....					
Chicago, Burlington & Quincy Railroad Company.....					
Chicago Great Western Railroad Company.....					
Chicago, Milwaukee & St. Paul Railway Company.....					
Chicago Northwestern Railway Company.....					
Chicago, Rock Island & Pacific Railway Company.....					
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....					
Dubuque & Sioux City Railroad (Illinois Central)				\$456,842.39	\$1,673,391.29
Duluth Belt Line.....				1,112,037.13	1,267,947.40
Duluth & Iron Range Railroad Company.....					
Duluth, Missabe & Northern Railway Company.....	\$1,169.09				
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....	90,246.05				
Duluth, Winnipeg & Pacific Ry. Co.....					
Duluth, South Shore & Atlantic Railway Company.....					
Duluth Terminal Railway Company.....					
Great Northern Railway Company.....					
Green Bay & Western Railway Company.....					
Madison City & Ft. Dodge Railway Company.....					
Minneapolis & Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....					
Minneapolis, St. Paul Sault Ste. Marie Railway Company.....					
Minneapolis & Western Railway Company.....					
Minnesota, Dakota & Western Ry. Co.....					
Big Fork & International Falls Railway Company.....					
Minnesota & International Railway Company.....					
Minnesota & North Wisconsin Railway Company.....					
Minnesota, Tracy & Wagon Company.....					
Mississippi, Hill City & Western Railway.....					
Northern Pacific Railway Company.....					
Railroad Traffic of Minnesota.....					
St. Paul Bridge & Terminal Ry. Co.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$93,517.85		\$543,313.11	\$21,506,522.20	\$23,049,133.06
					\$85,191,486.22

•Credit.

TABLE V (C).  
SUMMARY OF ROAD AND EQUIPMENT. ENTIRE LINES AND STATE OF MINNESOTA

NAME OF ROAD	Entire Lines					Cost per Mile of Line
	Investment to June 30, 1907	Equipment	Investment Since June 30, 1907	Total	Reserve for Accrued Depreciation Cr	
Minnesota & Manitoba Ry.	\$999,000.00			\$999,000.00		\$22,860.41
Canadian Northern Ry.	79,540,324.19			221,257,996.74		36,971.23
Chicago, Burlington & Quincy R. R.	296,437,146.87	\$48,844,353.13	\$141,717,672.55	448,000,000.00	\$21,816,162.81	142,808.98
Chicago Great Western R. R.			69,471,721.31	414,753,221.31	418,890.07	43,509.02
Chicago, Milwaukee & St. Paul Ry.		47,600,579.97	108,456,903.34	156,057,483.31	5,649,366.80	43,509.02
Chicago & North Western Ry. Co.	210,540,735.04		238,438,514.89	448,979,249.93	331,985,536.02	43,509.02
Chicago, Rock Island & Pacific Ry.	237,705,207.67		98,960,043.63	336,665,251.30	4,068,537.21	43,745.72
Chicago, St. Paul, Minneapolis & Omaha Ry.	193,210,227.88		37,219,708.98	230,429,936.86	30,773,729.78	43,745.72
Dubuque & Sioux City (Ill. Central)	42,408,611.00		9,874,181.78	52,282,792.78	1,321,312.99	40,436.68
Dubuque Belt Line	29,679,249.89		1,094,534.27	30,773,784.16	30,773,784.16	40,436.68
Duluth & Iron Range R. R. Co.	96,192.32	724.37		96,916.69		64,811.26
Duluth, Missabe & Northern Ry.	13,984,569.85	5,273,564.94	5,402,201.05	24,660,335.84	3,309,421.44	78,640.59
Duluth & Northeastern R. R. Co.	15,614,100.94	7,003,089.03	6,858,332.45	29,555,012.42	3,793,100.90	72,694.23
Duluth & Northern Minnesota Ry.	637,744.74	193,796.78	79,332.45	811,873.97	7,700.38	13,994.84
Duluth, Rainy Lake & Winnipeg Ry.	236,391.26	168,708.42	738,210.89	1,133,310.57	42,271.62	13,988.78
Duluth, Winnipeg & Pacific Ry. Co.	3,342,032.08	458,256.82	205,502.23	3,805,791.13	102,544.72	44,746.40
Duluth, South Shore & Atlantic Ry.	43,381,913.37	3,242,983.02	12,591,117.74	59,215,914.13	22,845.92	170,542.24
Duluth Terminal Ry. Co.	400,465.06		1,594,340.27	1,994,805.33	519,966.65	79,312.93
Great Northern Ry.	230,947,770.88	44,084,373.57	9,726,478.48	284,758,622.93	47,059,250.44	223,480.95
Green Bay & Western Ry. Co.	8,467,087.50	540,000.00	9,907,586.78	18,914,674.28	23,594,943.65	44,783.90
Mason City & Fort Dodge Ry. Co.	42,160,182.71	1,510,080.67	338,521.27	44,970,783.65	153,208.07	44,082.00
Minneapolis & Eastern Ry. Co.	231,624.32	274,735.97		506,360.29	58,905.36	17,918.41
Minneapolis & Rainy River Ry. Co.	1,566,138.25		268,426.32	1,834,564.57	108,790.36	23,681.31
Minneapolis, Red Lake & Manitoba.	215,248.73		82,142.40	297,391.13	1,148.52	583,242.63
Minneapolis & St. Louis R. R. Co.	24,900,532.94	4,405,864.60	34,300,098.81	63,606,496.25	508,713.81	40,337.65
Minneapolis, St. Paul & Sault Ste. Marie	63,020,149.28	13,834,144.94	33,716,770.82	110,571,065.04	1,592,246.03	108,978,917.71
Minneapolis Western Ry. Co.	739,850.10	12,317.38	1,223,459.01	1,975,267.48	5,542.66	746,724.82
Minnesota, Dakota & Western Ry. Co.			1,223,459.01	1,223,459.01	18,607.39	1,207,851.65
Big Fork & International Falls Ry. Co.			910,508.65	910,508.65	3,132.67	907,373.98
Minnesota & International Falls Ry.	2,059,798.04	358,611.62	363,968.85	2,782,376.51	174,804.38	2,607,572.13
Minnesota & North Wisconsin Ry.			263,945.69	2,115,600.64	35,122.92	2,080,567.72
Minnesota Transfer Ry. Co.	1,674,672.95	147,072.00	256,876.14	2,078,621.09	3,731.40	253,144.65
Mississippi Hill City & Western Ry.			77,966,766.23	431,121,398.10	12,163,011.93	418,958,386.17
Northern Pacific Ry.	315,838,961.80	37,295,670.07		353,134,631.87	16,298.34	336,836,335.53
Railway Transfer of Minneapolis			364,155.72	364,155.72		347,857.38
St. Paul Bridge & Terminal Ry. Co.	789,204.66		2,039.57	791,244.23		61,459.00
Winona Bridge Ry. Co.	54,019,113.55	4,160,096.51	4,499,647.84	62,679,157.90	701,343.23	765,204.40
Wisconsin Central Ry.	11,357,627.37	760,764.91	110,871.78	12,107,520.50	1,011,327.83	61,667,830.07
Wisconsin, Minnesota & Pacific Ry.					25,136.62	12,082,383.88
	\$1,948,538,291.96	\$220,312,701.36	\$997,198,324.94	\$3,166,049,318.26	\$81,917,037.79	\$3,084,132,280.47

\*Equipment included.

†Totals would be misleading account some lines not reporting.

†Credit.





TABLE VI  
INCOME ACCOUNT OF OPERATING COMPANIES AND LESSER COMPANIES FOR ENTIRE LINES,  
YEAR ENDING JUNE 30, 1913

NAME OF ROAD	Income from Rail Operations			Income from Auxiliary or Outside Operations		
	Revenues	Expenses	Net Revenue or Deficit	Revenue	Expenses	Net Revenue or Deficit
Minnesota & Manitoba Railway Company.....	\$24,277,478.47	\$17,151,462.19	\$7,126,016.28			
Canadian Northern Railway Company.....	94,274,484.51	62,842,891.03	31,531,593.48	\$906,697.13	\$1,037,398.14	*\$127,691.01
Chicago, Burlington & Quincy Railroad Company...	84,003,618.42	56,960,142.08	27,043,476.34	99,360.29	97,067.15	2,293.14
Chicago, Milwaukee & St. Paul Railway Company...	82,583,665.88	58,899,623.50	23,684,042.38	1,521,667.59	1,432,484.11	89,383.48
Chicago & Northwestern Railway Company.....	83,033,921.08	58,252,740.22	24,781,180.86	861,983.09	854,686.74	11,296.35
Chicago, Rock Island & Pacific Railway Company...	67,943,960.87	50,316,577.55	17,627,383.32	473,142.71	656,553.20	*\$183,410.58
Chicago, St. Paul, Minneapolis & Omaha Ry. Company	16,993,004.68	11,887,461.28	5,105,543.40	198,493.42	200,305.04	*\$181.62
Dubuque & Sioux City Railroad (Illinois Central)...	6,928,506.03	3,890,773.74	3,037,732.29			
Duluth Belt Line.....	6,695.60	6,465.07	230.53			
Duluth & Iron Range Railroad Company.....	7,121,718.93	3,824,108.19	3,297,610.74	84,273.47	58,040.15	26,233.32
Duluth, Missabe & Northern Railway Company...	8,476,104.50	3,803,358.29	4,672,746.21	79,329.92	50,235.02	29,094.90
Duluth & Northeastern Railroad Company.....	187,125.61	147,083.78	40,041.83			
Duluth & Northern Minnesota Railway Company...	382,290.05	272,596.62	109,693.43			
Duluth, Rainy Lake & Winnipeg Railway Company...						
Duluth, Winnipeg & Pacific Ry. Co.....	1,339,393.92	874,093.41	465,299.61			
Duluth, South Shore & Atlantic Railway Company...	3,412,831.80	2,724,490.16	688,341.64	82,840.73	78,168.41	4,672.32
Duluth, Terminal Railway Company.....						
Great Northern Railway Company.....	78,654,590.78	45,828,640.08	32,825,950.70	1,361,739.86	1,240,216.94	121,522.92
Green Bay & Western Railway Company.....	757,993.75	501,698.89	256,294.86			
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....	67,674.80	32,329.40	35,345.40			
Minneapolis & Rainy River Railway Company.....	108,417.90	102,390.71	6,117.19			
Minneapolis, Red Lake & Manitoba Railway Company	59,908.99	49,904.04	10,004.95			
Minneapolis & St. Louis Railroad Company.....	9,707,003.58	6,707,387.86	2,999,615.72	2,269.23	2,631.48	*\$362.25
Minneapolis, St. Paul & S. Ste Marie Railway Company	31,763,787.46	18,891,257.33	12,872,530.13	540,875.04	413,256.71	127,618.33
Minneapolis Western Railway Company.....	38,176.46	30,614.44	7,562.00			
Minnesota, Dakota & Western Ry. Co.....	72,144.32	78,447.37	*6,303.05			
Big Fork & International Falls Ry. Co.....	131,543.55	71,434.76	60,108.79			
Minnesota & International Railway Company.....	927,968.18	611,779.73	316,188.45			
Minnesota & North Wisconsin Railway Company						
Minnesota Transfer Railway Company.....				17,184.16	15,368.36	1,815.80
Mississippi, Hill City & Western Ry.....	27,571.20	28,556.12	*\$984.92			
Northern Pacific Railway Company.....	72,676,138.72	44,673,298.15	28,002,840.57	1,922,992.12	1,614,171.84	308,820.28
Railway Transfer of Minneapolis.....	207,425.45	97,504.12	109,921.33			
St. Paul Bridge & Terminal Ry. Co.....	163,093.25	115,871.40	47,221.85			
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company...						
	\$606,454,035.42	\$401,974,931.51	\$204,479,103.91	\$8,157,048.76	\$7,750,573.38	\$406,475.38

\*Deficit.

TABLE VI—Continued.  
INCOME ACCOUNT OF OPERATING COMPANIES AND LESSER COMPANIES FOR ENTIRE LINES,  
YEAR ENDING JUNE 30, 1913.

NAME OF RAILROAD	Net Railway Operating Revenue or Deficit	Railway Tax Accruals	Railway Operating Income	Railway Operating Loss	Total other income from rents, divi- dends and interest on stocks and bonds, etc.
Minnesota & Manitoba Railway Company.....	\$7,126,016.28	\$175,867.08	\$6,950,149.20		\$26,460.00
Canadian Northern Railway Company.....	31,403,903.47	3,551,980.74	27,851,922.73		1,959,929.90
Chicago, Burlington & Quincy Railroad Company.....	3,742,769.48	439,186.11	3,303,583.37		175,379.46
Chicago, Great Western R. Co. Company.....	25,775,222.86	3,373,832.52	22,401,390.34		8,034,914.03
Chicago, Milwaukee & St. Paul Railway Company.....	24,794,437.21	3,597,159.80	21,197,277.41		3,463,491.91
Chicago & Northwestern Pacific Railway Company.....	17,468,972.54	2,857,693.74	14,611,278.80		3,127,722.42
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	5,100,731.78	832,263.27	4,268,468.51		235,803.09
Dubuque & Sioux City Railroad (Illinois Central).....	1,537,732.20	230,533.75	1,307,198.45		74,977.49
Duluth Belt Line.....	230.53	256.70		\$26.17	
Duluth & Iron Range Railroad Company.....	3,823,844.06	361,769.29	3,462,074.77		301,415.24
Duluth, Missabe & Northern Railway Company.....	4,701,841.11	422,240.39	4,279,600.72		122,776.18
Duluth & Northeastern Railroad Company.....	40,041.83	5,219.09	34,822.74		
Duluth & Northern Minnesota Railway Company.....	109,693.43	18,594.69	91,098.74		5,409.75
Duluth, Rainy Lake & Winnipeg Railway Company.....					100,000.00
Duluth, Winnipeg & Pacific Ry. Co.....	465,299.61	63,303.55	401,996.06		1,096.19
Duluth, South Shore & Atlantic Railway Company.....	693,013.76	219,625.03	473,388.73		35,368.66
Duluth Terminal Railway Company.....		190.00		190.00	24,190.00
Great Northern Railway Company.....	32,947,473.62	4,276,898.00	28,670,575.62		7,787,722.76
Green Bay & Western Railway Company.....	256,294.86	30,529.68	225,765.18		37,670.57
Mason City & Ft. Dodge Railway Company.....					480,000.00
Minneapolis Eastern Railway Company.....	35,345.40	3,221.56	32,123.84		6,077.77
Minneapolis & Rainy River Railway Company.....	6,117.19	6,967.47		750.28	
Minneapolis, Red Lake & Manitoba Railway Company.....	10,004.95	2,731.56	7,273.39		22.50
Minneapolis & St. Louis Railroad Company.....	2,999,253.47	356,822.37	2,642,431.10		309,822.12
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	13,000,148.46	1,298,997.59	11,701,150.87		792,699.17
Minneapolis Western Railway Company.....	7,562.00	1,688.85	5,873.15		1,062.80
Minnesota, Dakota & Western Ry. Co.....	*6,303.05	3,525.65		9,828.70	17,708.37
Big Fork & International Falls Ry. Co.....	60,108.79	6,148.57	53,960.22		12,179.92
Minnesota & International Falls Ry. Co.....	316,188.45	45,294.19	270,894.26		25,614.82
Minnesota & North Wisconsin Railway Company.....					94,082.22
Minnesota Transfer Railway Company.....	1,815.80	3,106.81		1,291.01	
Mississippi, Hill City & Western Ry.....	*984.92	1,259.05		2,243.97	
Northern Pacific Railway Company.....	28,311,690.85	3,999,028.08	24,312,662.77		8,871,878.17
Railway Transfer of Minneapolis.....	109,921.33	9,508.01	100,413.32		50.00
St. Paul Bridge & Terminal Ry. Co.....	47,221.85	7,429.96	39,791.89		3,739.40
Wisconsin Bridge Railway Company.....		2,588.23		2,588.23	44,756.16
Wisconsin Central Railway Company.....		465,156.65		465,156.65	3,611,108.12
Wisconsin Central & Pacific Railway Company.....					249,280.00
<b>*Deficit</b>	<b>\$204,885,579.29</b>	<b>\$26,670,488.03</b>	<b>\$178,697,166.27</b>	<b>\$482,075.01</b>	<b>\$40,034,406.19</b>

TABLE VI (a)  
INCOME ACCOUNT OF OPERATING COMPANIES AND LESSER COMPANIES ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Gross Income	Gross Loss	Total Deductions from Gross Income	Net Income	Net Loss	Disposition of Income
Minnesota & Manitoba Ry.	\$26,460.00		\$26,460.00			
Canadian Northern Ry.	6,950,148.20		6,158,317.84	\$791,831.36		
Chicago, Burlington & Quincy R. R.	29,811,852.63		9,725,656.46	20,086,196.17		\$655,450.28
Chicago Great Western R. R.	3,478,962.83		2,233,923.38	1,245,039.45		
Chicago Milwaukee & St. Paul Ry.	30,436,304.37		12,793,266.39	17,643,037.98		
Chicago & Northwestern Ry. Co.	24,660,768.32		9,785,755.85	14,875,012.47		199,990.75
Chicago, Rock Island & Pacific Ry.	17,739,001.22		13,741,972.28	3,997,028.94		
Chicago, St. Paul, Minneapolis & Omaha	4,504,271.60		2,225,338.29	2,278,933.31		
Dubuque & Sioux City (Ill. Central)	1,382,176.03		1,064,131.74	318,044.29		
Duluth Belt Line		\$26.17	88.91		\$115.08	56,733.60
Duluth & Iron Range R. R. Co.	3,763,490.01		750,285.40	3,013,204.61		
Duluth, Missabe & Northern Ry.	4,402,376.90		681,006.72	3,721,370.18		387,025.60
Duluth & Northwestern R. R. Co.	34,822.74		14,453.71	20,369.03		480,897.13
Duluth & Northern Minnesota Ry.	96,508.49		61,425.20	35,083.29		
Duluth, Rainy Lake & Winnipeg Ry.	100,000.00		100,000.00			
Duluth, Winnipeg & Pacific Ry. Co.	403,092.25		380,990.68	22,101.57		
Duluth, South Shore & Atlantic Ry.	508,757.39		1,046,277.27		537,519.88	
Duluth, Terminal Ry. Co.	24,000.00			24,000.00		
Great Northern Ry. Co.	36,458,298.38		12,103,483.45	24,354,814.93		
Green Bay & Western Ry. Co.	263,435.75		21,580.02	241,855.73		
Masson City & Fort Dodge Ry. Co.	480,000.00		480,000.00			
Minneapolis Eastern Ry. Co.	32,123.84		6,983.60	25,140.24		
Minneapolis & Rainy River Ry. Co.	5,327.49		2,599.00	2,728.49		
Minneapolis, Red Lake & Manitoba	7,295.89		36,685.50		29,389.61	
Minneapolis & St. Louis R. R. Co.	2,952,253.22		2,582,026.10	370,227.12		
Minneapolis, St. Paul & Sault Ste. Marie	12,493,890.04		6,986,836.90	5,507,053.14		
Minneapolis Western Ry. Co.	6,935.95		2,757.37	4,178.58		
Minnesota, Dakota & Western Ry. Co.	7,879.67		56,722.35		48,842.68	
Big Fork & International Falls Ry. Co.	66,140.14		78,905.17		12,765.03	
Minnesota & International Ry.	296,508.08		174,402.75	122,106.33		
Minnesota & North Wisconsin Ry.						
Minnesota Transfer Ry. Co.	92,791.21		91,575.41	1,215.80		
Mississippi, Hill City & Western Ry.		2,243.97			12,402.91	
Northern Pacific Ry.	33,184,510.94		10,158.94			
Railway Transfer of Minneapolis.	100,463.32		11,624,773.12	21,559,737.82		
St. Paul Bridge & Terminal Ry. Co.	43,531.29		72,795.83	27,667.49		
Winona Bridge Ry. Co.	42,167.93		34,144.27	9,387.02		
Wisconsin Central Ry.	3,145,951.47		19,200.00	22,967.93		
Wisconsin, Minnesota & Pacific Ry.	249,280.00		2,052,601.01	1,093,350.46		
	\$218,251,770.59	\$2,270.14	\$97,476,862.91	\$121,413,672.73	\$641,035.19	\$1,780,097.30

TABLE VI(a)—Continued  
 INCOME ACCOUNT OF OPERATING COMPANIES AND LESSER COMPANIES ENTIRE LINES, YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Disposition of net income				Income Balance Transferred to Profit and Loss Debit	Income Balance Transferred to Profit and Loss Credit
	Dividends Appropriations of Income	Appropriations of income for Additions and Betterments	Appropriations for Extension of Lines and Extensions	Stock Discount for stock sold Through Income		
<b>Minnesota &amp; Manitoba Ry.</b>						
Canadian Northern Ry.						\$701,831.36
Chicago, Burlington & Quincy R. R.	\$8,867,128.00	\$7,647,743.21				2,015,874.68
Chicago, Great Western R. R.						1,245,039.48
Chicago & Northw. & St. Paul Ry.						17,643,037.98
Chicago & Northw. & St. Paul Ry. Co.	10,899,615.00					3,775,407.72
Chicago, Rock Island & Pacific Ry.	3,743,525.00					253,503.94
Chicago, St. Paul, Minneapolis & Omaha.	2,086,910.00					192,023.31
Dubuque & Sioux City (Ill. Central)						261,310.69
Duluth Belt Line						
Duluth & Iron Range R. R. Co.					\$115.08	2,626,179.01
Duluth, Missabe & Northern Ry.						3,240,473.05
Duluth & Northeastern R. R. Co.						20,389.03
Duluth & Northern Minnesota Ry.						35,083.29
Duluth, Rainy Lake & Winnipeg Ry.						
Duluth, Winnipeg & Pacific Ry. Co.						
Duluth, South Shore & Atlantic Ry.						
Duluth, Terminal Ry. Co.	24,000.00				537,519.88	22,101.57
Great Northern Ry. Co.	14,098,659.50	4,250,000.00				
Green Bay & Western Ry. Co.	242,500.00	26,000.00			26,644.27	4,277,989.61
Mason City & Fort Dodge Ry. Co.						25,140.24
Minneapolis Eastern Ry. Co.						2,738.49
Minneapolis & Rainy River Ry. Co.					29,389.61	
Minneapolis, Red Lake & Manitoba						370,237.12
Minneapolis & St. Louis R. R. Co.						5,507,041.14
Minneapolis, St. Paul & Sault Ste. Marie						4,178.58
Minneapolis Western Ry. Co.					48,842.68	
Minnesota, Dakota & Western Ry. Co.					12,765.03	97,106.33
Big Fork & International Falls Ry. Co.						
Minnesota & International Falls Ry.	25,000.00					
Minnesota & North Wisconsin Ry.						
Minnesota Transfer Ry. Co.						1,215.80
Mississippi, Hill City & Western Ry.					12,402.91	3,453,517.82
Northern Pacific Ry.						
Railway Transfer of Minneapolis.	17,356,220.00			750.00		9,387.02
St. Paul Bridge & Terminal Ry. Co.	27,667.49					22,967.93
Winona Bridge Ry. Co.						1,093,350.46
Wisconsin Central Ry.						
Wisconsin, Minnesota & Pacific.						
	\$57,971,224.99	\$11,923,743.21		\$1,876,165.92	\$667,979.45	\$47,887,085.92

TABLE VII.  
PROFIT AND LOSS ACCOUNT. ENTIRE LINES. YEAR ENDING JUNE 30, 1913. DEBIT.

NAME OF ROAD	Balance at Beginning of Fiscal Period	Debit Balance Transferred from Income Account	Appropriations of Surplus to Sinking and other Reserve Funds	Dividends Appropriations of Surplus	Appropriations of Surplus for Additions and Betterments	Stock Discount Extinguished Through Surplus
<b>Minnesota &amp; Manitoba Ry.</b>						
Canadian Northern Ry.						
Chicago, Burlington & Quincy R. R.						
Chicago Great Western R. R.						
Chicago, Milwaukee & St. Paul Ry.			\$237,434.18	\$13,912,533.00		
Chicago & Northwestern Ry. Co.						
Chicago, Rock Island & Pacific Ry.						
Chicago, St. Paul Minneapolis & Omaha Ry.						
Dubuque & Sioux City (Ill. Central)						
Duluth Belt Line.	\$72,683.56	\$115.08		273,990.35		
Duluth & Iron Range R. R. Co.						
Duluth, Missabe & Northern Ry.						
Duluth & Northeastern R. R. Co.				2,700,000.00		
Duluth & Northern Minnesota Ry.				3,495,625.00		
Duluth, Rainy Lake & Winnipeg Ry.						
Duluth, Winnipeg & Pacific Ry. Co.						
Duluth, South Shore & Atlantic Ry.	4,091,350.27	537,519.88				
Duluth Terminal Ry. Co.						
Great Northern Ry.		26,644.27				
Green Bay & Western Ry. Co.						
Mason City & Fort Dodge Ry. Co.				8,750.00		
Minneapolis & Fern River Ry. Co.						
Minneapolis & Red Lake & Manitoba.	87,159.93					
Minneapolis, Red Lake & Manitoba.	302,918.08	29,389.61				
Minneapolis & St. Louis R. R. Co.						
Minneapolis, St. Paul & Sault Ste. Marie Ry.				2,646,714.00		
Minneapolis Western Ry. Co.						
Minnesota, Dakota & Western Ry. Co.	4,328.16	48,842.68				
Big Fork & International Falls Ry. Co.	102,915.66	12,765.03			20,983.32	
Minnesota & International Ry.					67,235.94	
Minnesota & North Wisconsin Ry.						
Minnesota Transfer Ry. Co.	40,462.05					
Mississippi Hill City & Western Ry.	13,842.59	12,402.91				
Northern Pacific Ry.						
Railway Transfer of Minneapolis.						
St. Paul Bridge & Terminal Ry. Co.	4,211.72					
Winona Bridge Ry. Co.				450,688.00		
Wisconsin Central Ry.						
Wisconsin, Minnesota & Pacific Ry.						
	\$4,719,872.02	\$667,679.46	\$237,434.18	\$23,488,306.35	\$88,219.26	

TABLE VII—Continued.  
 PROFIT AND LOSS ACCOUNT. ENTIRE LINES. YEAR ENDING JUNE 30, 1913. DEBIT.

NAME OF ROAD	Debit Dis-count Extinguished Through Surplus	Miscellaneous Appropriations of Surplus	Loss on Retired Road and Equipment	Delayed Income Debits	Miscellaneous Debits	Balance Credit at end of fiscal Period Carried to General Balance Sheet	Total
Minnesota & Manitoba Ry.						\$6,778,384.65	6,778,384.65
Canadian Northern Ry.			\$59,971.22		\$20,680.49	91,039,155.76	91,119,807.47
Chicago, Burlington & Quincy R. R.					1,818.34	2,653,963.19	2,655,781.53
Chicago Great Western R. R.					150,120.88	43,417,093.08	62,048,734.90
Chicago, Milwaukee & St. Paul Ry.	\$1,566,723.57		225,989.70	\$2,538,840.49	731,273.20	36,438,744.36	38,446,950.25
Chicago & Northwestern Ry. Co.			1,823,064.73	49,867.96	11,097,134.14	12,325,637.70	12,325,637.70
Chicago, Rock Island & Pacific Ry.			517,220.02		4,592,020.39	4,818,845.63	4,818,845.63
Chicago, St. Paul, Mpls. & Omaha Ry.			224,918.90	1,906.34	454.71	274,451.00	274,451.00
Dubuque & Sioux City (Ill. Central)						89,565.65	89,565.65
Duluth & Belt Line.		\$1,039.47			15,727.54	2,133,890.52	4,842,570.01
Duluth & Iron Range R. R. Co.			8,679.49			4,309,565.72	7,824,383.41
Duluth, Missabe & Northern Ry.			19,192.69		5.82	115,517.08	115,522.90
Duluth & Northeastern R. R. Co.						351,956.19	351,956.19
Duluth & Northern Minnesota Ry.							
Duluth, Rainy Lake & Winnipeg Ry.							
Duluth, Winnipeg & Pacific Ry. Co.							
Duluth, South Shore & Atlantic Ry.							
Duluth Terminal Ry. Co.			59,138.30		124.18	73,217.47	73,217.47
Great Northern Ry. Co.						4,688,132.63	4,688,132.63
Green Bay & Western Ry. Co.							
Mason City & Fort Dodge Ry. Co.							
Minneapolis & Eastern Ry. Co.							
Minneapolis & Rainy River Ry. Co.							
Minneapolis, Red Lake & Manitoba.							
Mpls. & St. Paul & Louis R. R. Co.							
Mpls., St. Paul & Sault Ste. Marie							
Minnesota Western Ry. Co.	299,277.50		72,060.25			1,736,070.45	2,566,200.12
Minnesota, Dakota & Western Ry. Co.					201.00	14,408,468.22	17,311,071.17
Big Fork & International Falls Ry. Co.						4,217.08	4,217.08
Minnesota & International Falls Ry. Co.						53,170.84	53,170.84
Minnesota & Northern Wisconsin Ry.						136,004.01	136,004.01
Minnesota Transfer Ry. Co.						793,346.45	793,346.45
Mississippi Hill City & Western Ry.						40,492.05	40,492.05
Northern Pacific Ry.						28,245.50	28,245.50
Railway Transfer of Minneapolis.						83,099,770.45	84,226,104.44
St. Paul Bridge & Terminal Ry. Co.			72,954.24	19,280.09	434,159.66		
Winona Bridge Co.						5,209.94	9,421.66
Wisconsin Central Ry.						85,743.79	93,743.79
Wisconsin, Minnesota & Pacific Ry.						1,862,570.60	2,624,911.02
	\$1,806,001.07	\$1,030.47	\$3,298,508.92	\$2,630,627.85	\$2,093,511.26	\$367,345,661.68	\$407,036,801.52

## RAILROAD AND WAREHOUSE COMMISSION

TABLE VII(a).  
PROFIT AND LOSS ACCOUNT. ENTIRE LINES. YEAR ENDING JUNE 30, 1913. CREDITS.

NAME OF ROAD	Balance at Beginning of Fiscal Period	Credit Balance Transferred from Income Account	Profit on Road and Equipment Sold	Delayed Income Credits	Miscellaneous Credits	Balance Debit at end of Fiscal Period Carried to General Balance Sheet	Total
<b>Minnesota &amp; Manitoba Ry.</b>							
Canadian Northern Ry.	\$5,986,553.29	\$791,831.36					\$6,778,384.65
Chicago Burlington & Quincy R. R.	88,172,544.70	2,915,874.68			\$31,388.09		91,119,807.47
Chicago Great Western	1,407,202.08	1,243,039.45			3,450.00		2,655,781.53
Chicago Milwaukee & St. Paul Ry.	42,931,524.69	17,643,037.98		\$5,312.97	1,468,839.26		62,048,734.90
Chicago & Northwestern Ry. Co.	34,186,372.05	3,775,407.72	\$78,191.22		406,979.26		38,446,950.25
Chicago, Rock Island & Pacific Ry.	12,016,257.68	253,503.94		1,344.89	54,531.19		12,325,637.70
Chicago, St. Paul, Minneapolis & Omaha Ry.	4,626,822.32	192,023.31					4,818,845.63
Dubuque & Sioux City (Ill. Central)	12,887.87	261,310.60			252.50		274,451.06
Duluth & Belt Line..... R. Co.	2,216,391.00	2,626,179.01				\$89,565.65	4,842,570.01
Duluth & Iron Range R. Co.	4,581,017.46	3,240,473.05		1,870.55	1,022.35		7,824,383.41
Duluth, Missoula & Northern Ry.	94,872.36	20,369.03	281.51				115,522.90
Duluth & Northern Minnesota Ry.	316,872.90	35,083.29					351,956.19
Duluth & North Lake & Winnipeg Ry.							
Duluth, Winnipeg & Pacific Ry. Co.		22,101.57			51,115.90		73,217.47
Duluth, South Star & Atlantic Ry.					584.32	4,687,548.31	4,688,132.63
Duluth Terminal Ry. Co.							
Great Northern Ry. Co.	57,182,134.37	4,277,989.61	12,476.91		495,927.23		61,971,856.57
Green Bay & Western Ry. Co.	250,461.35			3,328.45	22,000.00		285,371.96
Mason City & Fort Dodge Ry. Co.							
Minneapolis & Eastern Ry. Co.	8,946.76	25,140.24		5,064.00	361.15	79,688.08	34,087.00
Minneapolis & Rainy River Ry. Co.		2,728.49		28,352.01		303,982.68	87,871.72
Minneapolis, Red Lake & Manitoba.	1,349,632.78	370,227.12			846,340.22		332,334.69
Minneapolis & St. Louis R. R. Co.	11,663,411.53	5,507,041.14			140,618.50		2,600,200.12
Mpls., St. Paul & Sault Ste. Marie Ry.	4,178.58				38.50		17,311,071.17
Minneapolis Western Ry. Co.							4,217.08
Minnesota, Dakota & Western Ry. Co.					1,429.11	53,170.84	53,170.84
Big Fork & International Falls Ry. Co.					8,551.89	135,234.90	136,664.01
Minnesota & International Ry.	687,688.23	97,106.33					793,346.45
Minnesota & North Wisconsin Ry.							
Minnesota Transfer Ry. Co.		1,215.80					
Mississippi, Hill City & Western Ry.	80,260,438.07	3,453,517.82	54,910.46	428,453.06	28,845.03	39,246.25	84,226,164.44
Northern Pacific Ry.						26,245.50	26,245.50
Railway Transfer of Minneapolis.							
St. Paul Bridge & Terminal Ry. Co.	72,775.86	9,387.02			34.64		9,421.66
Winona Bridge Ry. Co.	1,364,770.17	22,967.93					95,743.79
Wisconsin Central Ry.		1,093,350.46			66,370.39		2,524,491.02

TABLE VIII  
OPERATING REVENUES—ENTIRE LINES—YEAR ENDING JUNE 30, 1913.—REVENUE FROM TRANSPORTATION.

NAME OF ROAD.	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue	Express Revenue
Minnesota & Manitoba Railway Company.....	\$18,261,130.13	\$3,580,313.39	\$45,396.82	\$56,390.83	\$132,376.46	\$499,704.11
Canadian Northern Railway Company.....	64,063,856.49	21,895,690.73	310,373.26	924.00	2,329,351.41	2,894,812.78
Chicago, Burlington & Quincy Railroad Company.....	9,795,074.38	3,144,283.86	34,971.35	17,939.23	204,516.00	349,759.64
Chicago, Great Western Railroad.....	58,540,091.28	16,758,128.17	213,544.42	.....	1,818,147.72	2,248,430.99
Chicago, Milwaukee & St. Paul Railway Company.....	54,661,588.23	20,537,623.25	254,673.32	.....	1,475,435.66	2,703,872.25
Chicago & Northwestern Railway Company.....	43,940,945.50	19,080,164.17	207,955.82	18,915.28	1,526,110.24	1,977,352.19
Chicago, Rock Island & Pacific Railway Company.....	10,857,208.93	4,984,595.31	73,777.44	.....	272,337.80	495,841.03
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	4,198,098.15	1,638,214.50	24,159.44	561.42	141,076.61	192,617.69
Dubuque & Sioux City (Illinois Central) Railroad Company.....	.....	6,643.00	.....	.....	.....	.....
Duluth Belt Line.....	17.60	263,163.67	2,131.20	.....	13,344.40	10,456.02
Duluth & Iron Range Railroad Company.....	6,750,767.60	442,282.91	2,618.77	.....	19,180.24	22,929.84
Duluth, Missabe & Northern Railway Company.....	7,946,030.28	13,518.61	.....	.....	283.50	.....
Duluth & Northeastern Railroad Company.....	165,318.20	37,785.71	.....	.....	1,179.58	227.34
Duluth & Northern Minnesota Railway.....	276,308.26	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Company.....	.....	191,371.07	859.16	.....	7,516.60	8,847.27
Duluth, Winnipeg & Pacific Railway Company.....	1,116,624.60	972,555.14	9,559.41	.....	65,790.19	32,701.38
Duluth, South Shore & Atlantic Railway Company.....	.....	15,158,588.44	169,770.85	81,632.50	2,066,565.10	1,777,248.74
Duluth, Terminal Railway Company.....	58,426,235.69	171,971.62	3,456.91	.....	16,118.83	15,464.33
Great Northern Railway Company.....	514,184.67	.....	.....	.....	.....	.....
Mason City & Ft. Dodge Railway Company.....	.....	.....	.....	.....	.....	.....
Minnesota & Western Railway Company.....	.....	.....	.....	.....	.....	.....
Minneapolis Eastern Railway Company.....	82,922.69	16,055.22	.....	.....	.....	.....
Minneapolis & Rainy River Railway Company.....	43,834.07	13,323.85	20.80	.....	1,426.43	.....
Minneapolis, Red Lake & Manitoba Railway Company.....	7,283,061.31	1,865,957.78	23,334.75	45.85	194,664.68	176,202.89
Minneapolis & St. Louis Railway Company.....	23,485,675.44	6,598,442.82	69,757.30	.....	506,263.62	580,073.42
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	.....	.....	.....	.....	.....	.....
Minneapolis Western Railway Company.....	.....	.....	.....	.....	.....	.....
Minnesota, Dakota & Western Ry. Co.....	26,381.98	526.75	.....	.....	2,108.16	1,958.91
Big Fork & International Falls Ry. Co.....	92,636.35	31,502.84	540.82	.....	18,996.68	11,832.80
Minnesota & International Railway Company.....	639,890.57	231,044.30	2,687.77	.....	.....	.....
Minnesota & North Wisconsin Railway.....	4,957.44	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....	.....
Mississippi, Hill City & Western Ry.....	20,345.11	4,418.45	82.20	.....	1,079.82	1,079.24
Northern Pacific Railway Company.....	52,270,685.94	15,808,035.75	208,556.81	.....	984,547.79	1,355,618.15
Railway Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....
St. Paul Bridge & Terminal Ry. Co.....	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Company.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	.....	.....	.....	.....	.....	.....
	\$425,716,738.00	\$133,476,172.18	\$1,658,228.62	\$179,409.11	\$1,768,357.52	\$15,357,112.01



TABLE VIII. —Continued.  
OPERATING REVENUES—ENTIRE LINES—YEAR ENDING JUNE 30, 1913.—REVENUE FROM TRANSPORTATION.

NAME OF ROAD	Milk Revenue on Passenger Trains	Other Passenger Train Revenue	Total Passenger Train Revenue	Switching Revenue	Special Service Train Revenue	Miscellaneous Transporta- tion Revenue	Total Revenue from Transportation
Minnesota & Manitoba Railway Company	\$12,187.25	\$19,370.89	\$4,358,839.75	\$289,477.80	\$17,471.32	\$98.00	\$22,927,007.70
Canadian Northern Railway Company	378,720.32	9,766.25	27,820,639.25	1,327,074.27	35,066.14	85,733.75	93,300,369.88
Chicago, Burlington & Quincy Railroad Company	442,367.37	8,020.97	3,901,858.42	1,188,528.98	5,388.40	7,068.80	13,931,414.98
Chicago, Milwaukee & St. Paul Railway Company	576,746.96	13,328.14	21,628,316.40	1,639,463.07	25,531.96	55,118.04	81,868,321.36
Chicago & Northwestern Railway Company	1,179,064.46	65,523.05	26,238,181.99	1,309,355.47	57,502.52	46,895.18	82,311,522.89
Chicago, Rock Island & Pacific Railway Company	28,422.97	26,234.33	22,836,733.03	617,987.00	74,640.72	6,761.23	67,477,077.50
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	22,188.87	5,746.39	5,860,720.94	155,969.09	14,000.75	10,768.53	16,898,666.24
Dubuque & Sioux City (Illinois Central) Railroad Co.		7,886.80	2,028,699.33	46,440.09	5,993.92	604,686.95	6,881,918.44
Duluth & Bet Line			6,643.00				6,660.60
Duluth & Iron Range Railroad Company		1,386.27	290,481.56	13,660.73	290.00	357.00	7,055,556.89
Duluth, Missabe & Northern Railway Company		511.00	487,522.76	18,978.00	1,588.20	522.01	8,454,641.25
Duluth & Northeastern Railroad Company			13,742.11	7,125.30			186,185.81
Duluth & Northern Minnesota Railway Company			39,182.63	65,605.68			381,104.57
Duluth, Rainy Lake & Winnipeg Railway Company							
Duluth, Winnipeg & Pacific Ry. Co.	109.40	549.61	209,253.11	10,754.28	504.52	795.95	1,337,932.46
Duluth, South Shore & Atlantic Railway Company	404.80	7,916.71	1,088,897.63	13,582.34	6,269.75	2,366.22	3,363,985.05
Duluth Terminal Railway Company							
Great Northern Railway Company		5,920.14	19,259,725.77	521,610.48	39,818.23	51,319.86	78,297,710.03
Green Bay & Western Railway Company		139.50	207,151.19	24,798.25	1,553.00		747,687.11
Mason City & Ft. Dodge Railway Company							
Minneapolis & Eastern Railway Company				67,183.80			67,183.80
Minneapolis & Rainy River Railway Company			16,055.22	7,461.71	30.00	1,461.00	107,930.62
Minneapolis & St. Lake & Manitoba Railway Company			4,771.08	57.00	0.00	60.00	58,772.15
Minneapolis & St. Louis Railway Co.		1,123.63	2,261,329.58	79,314.46	7,984.08	5,244.24	9,636,983.69
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	94,243.47	4,155.38	7,852,936.01	10,831.41	11,697.98	39,876.28	31,501,017.12
Minneapolis Western Railway Company				37,031.44			37,031.44
Minneapolis, Dakota & Western Ry. Co.			526.75	31,325.50	185.00		58,419.23
Big Fork & International Railway Company			36,110.75	739.00			129,506.08
Minnesota & North Western Railway Company		134.62	264,696.87	13,064.50	492.43		918,143.67
Minnesota, Hill City & Western Ry.				39.00		38.00	5,037.31
Minnesota, Hill City & Western Ry.				5,493.20			5,493.20
Northern Pacific Railway Company			6,659.71				27,084.59
Railway Transfer & Terminal Co.							
St. Paul Bridge & Terminal Co.				777,801.90	31,364.83	84,265.74	71,625,237.57
Wisconsin Central Railway Company				205,808.45			205,908.45
Wisconsin Central Railway Company				160,991.00		951.25	101,942.25
Wisconsin, Minnesota & Pacific Railway Company							
	\$2,435,446.37	\$282,128.32	\$165,186,854.13	\$7,748,161.22	\$337,273.25	\$1,004,437.52	\$599,993,464.12

\*Credit.

TABLE VIII(a).  
OPERATING REVENUES, ENTIRE LINES, YEAR ENDING JUNE 30, 1913. REVENUE FROM OPERATIONS  
OTHER THAN TRANSPORTATION.

NAME OF ROAD	Station and Train Privilege	Parcel Room Receipts.	Storage Freight	Storage Baggage	Car Service	Telegraph and Telephone Service
Minnesota & Manitoba Railway Company	\$1,179.96	\$12,880.28	\$10,419.17	\$8,778.93	\$71,469.21	\$132,218.41
Canadian Northern Railway Company	9,063.48	12,073.75	43,222.67	16,957.54	319,759.64	207,341.89
Chicago, Burlington & Quincy Railroad Company	4,019.45	1,773.55	9,221.06	1,644.49	43,117.69	749.86
Chicago Great Western Railroad	32,151.00	4,283.75	18,244.44	10,645.46	271,574.99	51,772.04
Chicago, Milwaukee & St. Paul Railway Company	41,010.55	38,435.53	23,565.65	18,491.33	302,233.03	
Chicago & Northwestern Railway Company	52,903.99	22,261.73	36,515.68	11,192.28	202,848.47	18,732.90
Chicago, Rock Island & Pacific Railway Company	8,108.36	7,639.75	980.40	42,534.08		
Chicago, St. Paul, Minneapolis & Omaha Railway Company	2,356.10	1,320.50	3,723.90	1,309.20	26,285.00	
Dubuque & Sioux City (Illinois Central) Railroad Company						
Duluth Belt Line	905.72	292.69	117.70		1,536.00	59,892.89
Duluth & Iron Range Railroad Company	802.08	119.05	280.45		2,732.00	9,422.87
Duluth, Missabe & Northern Railway Company					859.00	
Duluth & Northeastern Railroad Company	300.00				257.00	
Duluth & Northern Minnesota Railway Company						
Duluth, Rainy Lake & Winnipeg Railway Company	300.00	6.50		8.95	• 15.00	1,129.17
Duluth, Winnipeg & Pacific Railway Company	600.00	130.12		49.75	4,617.40	699.75
Duluth, South Shore & Atlantic Railway Company						
Duluth Terminal Railway Company						
Great Northern Railway Company	27,027.93	16,528.42	16,613.05	33,067.94	119,354.90	25,589.84
Green Bay & Western Railway Company	203.40	108.50			2,231.00	
Mason City & Fort Dodge Railway Company						
Minneapolis Eastern Railway Company					491.00	
Minneapolis & Rainy River Railway Company					19.00	136.00
Minneapolis, Red Lake & Manitoba Railway Company					211.00	925.84
Minneapolis & St. Louis Railroad Company	8,292.69	119.70	2,556.02	560.65	36,059.39	1,350.11
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	21,907.99	1,749.75	4,102.87	2,871.45	72,843.96	89,698.59
Minneapolis Western Railway Company					1,165.00	
Minnesota, Dakota & Western Ry. Co.			2.60		369.00	
Big Fork & International Falls Ry. Co.			50.55	117.20	• 511.00	793.49
Minnesota & International Falls Ry. Co.			67.02	113.99	1,071.00	5,208.93
Minnesota & North Wisconsin Railway Company						
Minnesota Transfer Railway Company			19,970.50		• 222.00	
Mississippi, Hill City & Western Ry.					119.00	144.50
Northern Pacific Railway Company	1,306.28	24,049.93		25,037.47	161,201.44	143,163.36
Railway Transfer of Minneapolis					1,517.00	
St. Paul Bridge & Terminal Ry. Co.					1,151.00	
Winona Bridge Railway Company						
Wisconsin Central Railway Company						
Wisconsin, Minnesota & Pacific Railway Company						
	\$212,438.98	\$112,584.11	\$221,113.22	\$132,225.18	\$1,086,899.20	\$748,970.04

†Credit.

TABLE VIII(a)—Continued.  
OPERATING REVENUES, ENTIRE LINES, YEAR ENDING JUNE 30, 1913.—REVENUE FROM OPERATIONS  
OTHER THAN TRANSPORTATION.

NAME OF ROAD	Rent of Buildings and other Property	Mis- cellaneous	Total Rev- enue from Operations other than Transport- ation	Joint Facilities Revenue Dr.	Joint Facilities Revenue Cr.	Total Operating Revenues
<b>Minnesota &amp; Manitoba Railway Company</b>						
Canadian Northern Railway Company	\$238,908.93	\$874,615.88	\$1,350,470.77			\$24,277,478.47
Chicago, Burlington & Quincy Railroad Company	101,938.39	199,019.23	906,376.59	\$3,511.87	\$138,250.91	94,374,485.51
Chicago, Milwaukee & St. Paul Railway Company	7,228.72	18,740.32	86,495.14		12,708.30	14,000,618.42
Chicago & North Western Railway Company	83,101.00	62,192.02	533,964.70	374.30	163,551.13	82,585,462.88
Chicago & North Western Railway Company	175,666.43	106,870.79	707,293.31	3,293.58	20,398.46	83,035,921.08
Chicago, Rock Island & Pacific Railway Company	31,803.26	51,606.18	427,864.49	2,377.73	66,396.41	67,968,960.67
Chicago, St. Paul, Minneapolis & Omaha Railway Company	9,524.83	78,492.23	78,492.23	17,658.60	39,504.81	16,993,004.68
Duluth & St. Louis Railway Company	9,202.07	1,507.07	45,703.84	1,000.00	893.75	6,928,506.03
Duluth & Iron Range Railroad Company		35.00	35.00			6,695.60
Duluth, Missabe & Northern Railroad Company		2,302.58	65,047.08		1,114.96	7,121,718.93
Duluth & Northeastern Railroad Company	1,255.75	5,074.45	19,686.75		1,776.50	8,476,104.50
Duluth & Northern Minnesota Railway Company		80.80	939.80		187,125.61	187,125.61
Duluth, Rainy Lake & Winnipeg Railway Company		628.48	1,185.48			382,290.05
Duluth, Winnipeg & Pacific Railway Company						
Duluth, South Shore & Atlantic Railway Company						
Duluth Terminal Railway Company	10,456.50	23,390.66	39,944.18	24.00	8,926.37	1,339,393.02
Great Northern Railway Company	17,554.54	68,784.35	324,520.97	21,885.70	54,245.48	78,654,590.78
Green Bay & Western Railway Company	858.97	6,904.77	10,306.04			757,993.75
Mason City & Ft. Dodge Railway Company			491.00			67,674.80
Minneapolis Eastern Railway Company	332.28		487.28			108,417.90
Minneapolis & Rainy River Railway Company			1,136.84			59,908.99
Minneapolis, Red Lake & Manitoba Railway Company			64,069.32		5,950.57	9,707,003.58
Minneapolis & St. Louis Railroad Company	12,920.41	2,210.35	246,611.95		16,158.39	31,763,787.46
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	46,769.85	6,667.49	1,165.00			38,176.44
Minneapolis Western Railway Company			13,725.09			72,144.32
Minnesota, Dakota & Western Ry. Co.	745.29	841.94	2,037.47			131,543.55
Big Fork & International Falls Ry. Co.	2,672.15	642.77	9,824.51			927,968.18
Minnesota & International Falls Ry. Co.			20,757.90			26,251.10
Minnesota & North Wisconsin Railway Company			516.41			27,571.20
Minnesota Transfer Railway Company	978.33	31.07	862,127.26	15,853.27	204,567.16	72,676,138.72
Mississippi, Hill City & Western Ry.			1,517.00			207,425.45
Northern Pacific Railway Company	184,882.26	321,886.52	1,151.00			163,093.25
Railway Transfer of Minneapolis						
St. Paul Bridge & Terminal Ry. Co.						
Winona Bridge Railway Company						
Wisconsin Central Railway Company						
Wisconsin, Minnesota & Pacific Railway Company						
	\$936,799.96	\$1,771,374.87	\$5,822,405.56	\$64,989.05	\$734,443.20	\$606,485,323.83

TABLE VIII(b).  
OPERATING REVENUES, STATE OF MINNESOTA, YEAR ENDING JUNE 30, 1913.--REVENUE FROM TRANSPORTATION

NAME OF ROAD	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue	Express Revenue
Minnesota & Manitoba Railway Company	\$769,260.44	\$48,681.11	\$458.33			\$1,732.42
Canadian Northern Railway Company	6,774.31	24,145.96				
Chicago, Burlington & Quincy Railroad Company	507,314.01	427,558.74	4,581.07	3,983.30	\$38,976.49	71,257.08
Chicago Great Western Railroad	1,953,959.88	1,607,208.62	20,531.67		197,605.25	210,215.98
Chicago, Milwaukee & St. Paul Railway Company	717,638.00	608,799.42	7,718.31		\$93,023.74	\$110,687.06
Chicago & Northwestern Railway Company	78,675.02	172,196.58	1,894.59			
Chicago, Rock Island & Pacific Railway Company	943,571.57	765,837.99	25,375.04		\$97,632.25	\$124,236.33
Chicago, St. Paul, Minneapolis & Omaha Railway Company	6,515.73	5,094.39	90.76		454.75	913.26
Dubuque & Sioux City (Illinois Central) Railroad Company	17.64	6,643.00				
Duluth & Iron Range Railroad Company	613,108.29	263,163.67	2,131.20		13,344.40	10,456.02
Duluth, Missabe & Northern Railway Company	7,946,030.28	442,282.91	2,618.77		19,180.24	22,989.84
Duluth & Northeastern Railroad Company	165,318.20	13,518.61			223.50	
Duluth & Northern Minnesota Railway Company	276,306.26	37,785.71			1,179.58	227.34
Duluth, Rainy Lake & Winnipeg Railway Company						
Duluth, Winnipeg & Pacific Railway Company	1,116,624.60	191,371.07	859.16		7,516.60	8,847.27
Duluth, South Shore & Atlantic Railway Company						
Duluth Terminal Railway Company						
Great Northern Railway Company	3,099,317.13	2,362,442.33	26,306.83	1,449.35	91,676.27	289,819.70
Green Bay & Western Railway Company						
Mason City & Fort Dodge Railway Company						
Minneapolis Eastern Railway Company						
Minneapolis & Rainy River Railway Company	82,922.69	16,065.22				
Minneapolis, Red Lake & Manitoba Railway Company	43,834.07	13,323.85	20.80		1,426.43	
Minneapolis & St. Louis Railroad Company	1,453,856.94	527,551.82	5,664.07	29.92	65,556.04	61,188.03
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	1,112,422.95	628,655.56	9,137.75			
Minneapolis Western Railway Company						
Minnesota, Dakota & Western Ry. Co.	26,381.98	526.75				
Big Fork & International Falls Ry. Co.	92,636.35	31,502.84	540.82		2,108.16	1,958.91
Minnesota & International Railway Company	639,890.57	231,044.30	2,687.77		18,996.68	11,832.80
Minnesota & North Wisconsin Railway Company	4,959.44	.87				
Minnesota Transfer Railway Company						
Mississippi, Hill City & Western Ry.		4,418.45				
Northern Pacific Railway Company	20,345.11	1,360,516.21	82.20		1,079.82	1,079.24
Railway Transfer of Minneapolis	2,108,041.07		17,310.53		\$216,828.20	115,946.99
St. Paul Bridge & Terminal Ry. Co.						
Winona Bridge Railway Company						
Wisconsin Central Railway Company						
Wisconsin, Minnesota & Pacific Railway Company						
	\$23,785,722.49	\$9,790,350.98	\$128,013.27	\$5,462.57	\$866,808.40	\$1,043,398.27

\*State and Interstate.

TABLE VIII (c).—Continued.  
OPERATING REVENUES, STATE OF MINNESOTA. YEAR ENDING JUNE 30, 1913. REVENUE FROM TRANSPORTATION.

NAME OF ROAD	Milk Revenue on Pas- senger Trains	Other Passenger Train Revenue	Total Passenger Service Train Revenue	Switching Revenue	Special Service Train Revenue	Miscellan- eous Trans- portation Revenue	Total Revenue from Trans- portation
Minnesota & Manitoba Railway Company		\$13,514.77	\$64,396.63				\$833,847.07
Canadian Northern Railway Company			94,145.98				30,920.27
Chicago Burlington & Quincy Railroad Company		442.78	598,223.81	\$54,603.82	\$250.00	\$1,313.50	1,161,715.14
Chicago Great Western Railroad	\$51,434.35	711.72	2,077,808.62	74,632.54	2,911.07	4,111,326.26	4,111,326.26
Chicago, Milwaukee & St. Paul Railway Company	41,535.38	949.32	832,989.05	31,467.58	3,270.09	2,304.00	1,887,698.73
Chicago & North Western Railway Company	11,792.20	296.09	174,327.28			1,200.00	254,192.26
Chicago, Rock Island & Pacific Railway Company	6,323.48	1,425.30	1,090,850.99	82,477.43	1,652.39	5,179.12	2,054,031.50
Chicago, St. Paul, Minneapolis & Omaha Railway Company	98.86	47.80	6,704.82	373.54		43.00	13,637.00
Dubuque & Sioux City (Illinois Central) Railroad Company			6,643.03				8,660.60
Duluth Belt Line							
Duluth, Iron Range Railroad Company		1,386.27	290,481.58	13,660.73	290.00	357.00	917,897.58
Duluth, Missabe & Northern Railway Company		511.00	487,522.76	18,978.00	1,588.20	522.01	8,454,841.26
Duluth & Northeastern Railroad Company			13,742.11	17,125.50			186,185.81
Duluth & Northern Minnesota Railway Company			39,192.63	65,605.68			381,104.57
Duluth, Rainy Lake & Winnipeg Railway Company							
Duluth, Winnipeg & Pacific Ry. Co.							
Duluth, South Shore & Atlantic Railway Company	109.40	549.61	208,253.11	10,754.28	504.52	795.95	1,337,932.46
Duluth, Terminal Railway Company							
Duluth, Northern Railway Company		1,709.81	2,773,407.29	244,563.54	2,126.24	1,766.50	6,121,180.70
Great Northern Railway Company							
Green Bay & Western Railway Company							
Mason City & Ft. Dodge Railway Company							
Minneapolis & Northern Railway Company			16,055.22	67,183.80	30.00	1,461.00	67,183.80
Minneapolis & Rainy River Railway Company			14,771.08	7,461.71			107,930.62
Minneapolis, Rainy Lake & Rainy River Railway Company			690,173.66	39,860.13	50.00	60.00	59,772.15
Minneapolis & St. Louis Railroad Company	183.78		637,793.31	39,673.46	1,000.75	3,156.67	2,158,048.15
Minneapolis, St. Paul & Sault Ste. Marie Railway Company				37,011.44			1,789,889.72
Minneapolis, Western Railway Company			526.75	37,011.44			37,011.44
Minneapolis, Dakota & Western Ry. Co.			38,110.73	31,325.50	185.00		58,419.23
Big Fork & International Falls Ry. Co.			264,696.17	31,759.00			129,506.08
Minnesota & North Western Railway Company		134.62		13,064.50	492.43		918,143.67
Minnesota, Hill City & Western Ry.			87	39.00		38.00	5,037.31
Mississippi, Hill City & Western Ry.			6,650.71	5,493.20			5,493.20
Northern Pacific Railway Company		9,807.31	1,720,409.24	358,852.03	540.00	49.97	27,054.79
Railway Transfer & Terminal Ry. Co.				205,908.45			4,199,281.08
St. Paul Bridge & Terminal Ry. Co.				160,991.00		951.25	205,998.45
Wisconsin Central Railway Company							161,942.25
Wisconsin, Minnesota & Pacific Railway Company							
<b>Total</b>	<b>\$11,293.67</b>	<b>\$31,629.18</b>	<b>\$11,976,886.34</b>	<b>\$1,571,922.86</b>	<b>\$14,890.69</b>	<b>\$35,860.86</b>	<b>\$37,385,283.24</b>

TABLE VIII(G).  
OPERATING REVENUES, STATE OF MINNESOTA, YEAR ENDING JUNE 30, 1913—REVENUE, FROM OPERATIONS  
OTHER THAN TRANSPORTATION.

NAME OF ROAD	Station and Train Privilege	Parcel Room Receipts	Storage Freight	Storage Baggage	Car Service	Telegraph and Telephone Service	Rent of Buildings and other Property
Minnesota & Manitoba Railway Company							
Canadian Northern Railway Company							
Chicago, Burlington & Quincy Railroad Company							
Chicago Great Western Railroad	\$832.61	\$415.10	\$513.37	\$334.62	\$12,817.76	\$174.13	\$3,314.92
Chicago, Milwaukee & St. Paul Railway Company	6,801.33	596.15	2,365.87	4,779.45	32,353.00	4,356.23	3,612.69
Chicago & Northwestern Railway Company	1,736.23	321.90	40.80	320.85	7,977.00		5,550.13
Chicago, Rock Island & Pacific Railway Company		43.00	192.16	41.90			
Chicago, St. Paul, Minneapolis & Omaha Railway Company	2,904.34		4,916.28	256.71	28,312.31		1,358.47
Dubuque & Sioux City (Illinois Central) Railroad Company	16.58	1.50	10.80	2.95	129.00		
Duluth Belt Line							
Duluth & Iron Range Railroad Company							
Duluth, Missabe & Northern Railway Company	905.72		202.69	117.70	1,536.00	59,892.39	
Duluth & Northeastern Railroad Company	802.08		119.05	280.45	2,732.00	9,422.97	1,255.75
Duluth & Northern Minnesota Railway					859.00		
Duluth, Rainy Lake & Winnipeg Railway Company	300.00				257.00		
Duluth, Winnipeg & Pacific Railway Company							
Duluth, South Shore & Atlantic Railway Company	300.00		6.50	8.95	*15.00	1,129.17	
Duluth Terminal Railway Company							
Great Northern Railway Company	1,204.53	16,256.93	3,213.81	9,862.00	54,841.50		4,616.09
Green Bay & Western Railway Company							
Mason City & Ft. Dodge Railway Company							
Minneapolis Eastern Railway Company					491.00		
Minneapolis & Rainy River Railway Company					19.00	136.00	332.28
Minneapolis, Red Lake & Manitoba Railway Company					211.00	925.84	
Minneapolis & St. Louis Railroad Company	2,838.42	41.20	449.84	500.55	16,543.02		4,789.43
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	7,658.45	694.00	914.34	1,052.35	21,649.41	8,658.49	15,775.37
Minneapolis Western Railway Company					1,165.00		
Minnesota, Dakota & Western Ry. Co.			2.60		369.00		
Big Fork & International Falls Railway Company			50.55	117.20	*511.00	783.49	745.29
Minnesota & International Railway Company		48.65	67.02	113.99	1,071.00	5,208.93	2,672.15
Minnesota & North Wisconsin Railway Company							
Minnesota Transfer Railway Company					*222.00		978.33
Mississippi Hill City & Western Railway					119.00	144.50	
Northern Pacific Railway Company							
Railway Transfer of Minneapolis	*61.31		13,022.73	*951.70	130,587.85	*6,020.63	*55,052.61
St. Paul Bridge & Terminal Ry. Co.					1,517.00		
Winona Bridge Railway Company					1,151.00		
Wisconsin Central Railway Company							
Wisconsin, Minnesota & Pacific Railway Company							
	\$26,361.60	\$18,418.45	\$37,007.31	\$18,791.37	\$211,959.85	\$96,865.77	\$102,953.51

†Credit. \*State and Interstate.

## RAILROAD AND WAREHOUSE COMMISSION

TABLE VIII (C)—Continued.  
OPERATING REVENUES, STATE OF MINNESOTA, YEAR ENDING JUNE 30, 1913.—REVENUE FROM OPERATIONS  
OTHER THAN TRANSPORTATION.

NAME OF ROAD.	Miscellaneous.	Total Revenue from Operations Other Than Transportation	Joint Facilities Revenue Dr.	Joint Facilities Revenue Cr.	Total Operating Revenues
<b>Minnesota &amp; Manitoba Railway Company.</b>					\$833,647.07
Canadian Northern Railway Company.					30,920.27
Chicago, Burlington & Quincy Railroad Company.					1,192,063.92
Chicago, Great Western Railroad.	\$761.36	\$21,213.81		\$9,154.97	4,200,212.91
Chicago, Milwaukee & St. Paul Railway Company.	12,595.20	67,462.92	\$5.59	18,419.32	1,604,580.26
Chicago & Northwestern Railway Company.	995.05	16,900.36	2.57	13.75	254,399.54
Chicago, Rock Island & Pacific Railway.		277.06			2,117,954.74
Chicago, St. Paul, Minneapolis & Omaha Railway Company.	1,538.80	39,586.91	333.50	24,671.85	13,787.92
Dubuque & Sioux City (Illinois Central) Railroad Company.		160.83			6,685.60
Duluth Belt Line.	35.00	35.00			84,476,104.50
Duluth & Iron Range Railroad Company.	2,302.58	65,047.08		1,114.96	187,123.61
Duluth, Missabe & Northern Railway.	5,074.45	19,686.75		1,776.50	352,290.05
Duluth & Northeastern Railroad Company.	80.80	939.80			
Duluth & Northern Minnesota Railway Company.	628.48	1,185.48			
Duluth, Rainy Lake & Winnipeg Railway Company.					
Duluth, Winnipeg & Pacific Railway Company.					
Duluth, South Shore & Atlantic Railway Company.					
Duluth, Terminal Railway Company.	30.94	1,400.56			1,339,393.02
Great Northern Railway Company.					
Green Bay & Western Railway Company.	2,266.46	82,261.34	18,598.96	23,143.83	6,207,986.91
Mason City & Ft. Dodge Railway Company.					
Minneapolis Eastern Railway Company.		491.00			67,674.80
Minneapolis & Rainy River Railway Company.		137.28			104,417.80
Minneapolis, Red Lake & Manitoba Railway Company.		1,136.84			39,998.99
Minneapolis, St. Louis & Railroad Company.	538.58	25,701.04		5,939.22	2,186,988.41
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.	1,411.48	57,813.80		12,732.51	1,864,438.02
Minneapolis Western Railway Company.		1,123.00			79,170.42
Minnesota, Dakota & Western Ry. Co.	13,953.49	13,725.09			72,147.32
Big Fork & International Falls Railway Company.	84.63	2,037.47			137,543.55
Minnesota & International Falls Railway Company.	642.77	9,824.51			927,098.18
Minnesota & North Wisconsin Railway Company.					1,097.31
Minnesota Transfer Railway Company.					26,251.30
Mississippi Hill City & Western Railway.	31.07	20,757.90			27,521.20
Northern Pacific Railway Company.	252.91	116.90			4,305,176.69
Railway Transfer of Minneapolis.	*68,798.05	171,394.88	*882.97	*25,403.70	207,435.45
St. Paul Bridge & Terminal Ry. Co.		1,511.00			183,093.25
Winona Bridge Railway Company.					
Wisconsin Central Railway Company.					
Wisconsin, Mississippi & St. Louis Ry. Co.					

TABLE VIII (d)  
OPERATING REVENUES—STATE OF MINNESOTA—FROM INTERSTATE BUSINESS—YEAR ENDING JUNE 30, 1913—  
REVENUE FROM TRANSPORTATION

NAME OF ROAD	Freight Revenue	Passenger Revenue	Excess Baggage Revenue	Parlor and Chair Car Revenue	Mail Revenue	Express Revenue
Minnesota & Manitoba Railway Co.	\$36,888.51	\$17,180.66	\$328.16		\$3,530.10	\$418.03
Canadian Northern Railway Co.	427,281.81	115,902.37	1,839.80		6,126.48	34,218.24
Chicago, Burlington & Quincy Railroad Co.	1,042,432.25	346,213.85	3,289.74	\$1,430.26		
Chicago Great Western Railroad Co.	7,653,486.51	1,381,568.40	20,205.73		194,468.66	206,879.21
Chicago & Milwaukee St. Paul Railway Co.	2,478,879.33	364,761.09	2,531.57			
Chicago & Northwestern Railway Co.	2,678,807.41	317,061.61	2,580.25	5.75	37,099.89	35,705.88
Chicago, Rock Island & Pacific Railway Co.	2,565,907.23	945,801.26				
Dubuque & Sioux City Railway Co. (Ill. Central)	59,599.83	21,653.16	250.86		3,180.38	6,387.00
Dubuque & Red River Line						
Duluth & Iron Range Railroad Co.						
Duluth, Missabe & Northern Railway Co.	6,137,659.31					
Duluth & Northeastern Railroad Co.						
Duluth & Northern Minnesota Railway Co.						
Duluth, Rainy Lake & Winnipeg Railway Co.						
Duluth, Winnipeg & Pacific Railway Company						
Duluth, South Shore & Atlantic Railway Co.						
Duluth, Terminal Railway Co.		2,110.18	17.01		155.76	63.76
Great Northern Railway Co.	21,318,003.02	2,671,458.87	29,752.02	9,146.90	359,656.21	149,919.05
Green Bay & Western Railway Co.	1,748.67	1,756.84			107.47	103.10
Mason City & Fort Dodge Railway Co.						
Minneapolis & Eastern Railway Co.						
Minneapolis & Red Wing Railway Co.						
Minneapolis, Red Lake & Mankato Railway Co.						
Minneapolis & St. Louis Railway Co.	1,242,065.43	280,956.72	3,016.49			
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	7,047,018.27	1,559,126.75	11,781.15	15.93	154,847.33	157,776.91
Minneapolis, Western Railway Co.						
Minneapolis, Dakota & Western Railway Co.						
Big Fork & International Falls Railway Co.						
Minnesota & International Falls Railway Co.						
Minnesota & North Wisconsin Railway Co.						
Minnesota Transfer Railway Co.						
Mississippi Hill City & Western Railway Co.						
Northern Pacific Railway Co.	11,718,052.43	2,103,128.75	26,759.05			149,865.34
Railway Transfer of Minneapolis						
St. Paul Bridge & Terminal Railway Co.						
Winona Bridge Railway Co.						
Wisconsin Central Railway Co.						
Wisconsin, Minnesota & Pacific Railway Co.						
	\$62,249,432.02	\$10,328,689.51	\$102,651.68	\$10,598.84	\$759,172.28	\$741,336.52



TABLE VIII (d)—Continued  
 OPERATING REVENUES—STATE OF MINNESOTA—FROM INTERSTATE BUSINESS—YEAR ENDING JUNE 30, 1913—  
 REVENUE FROM TRANSPORTATION

NAME OF ROAD	Milk Revenue on Passenger Trains	Other Passenger Train Revenue	Total Passenger Train Revenue	Switching Revenue	Special Service Train Revenue	Miscellaneous Transporta- tion Revenue	Total Revenue From Trans- portation
Minnesota & Manitoba Railway Co.		\$2,428.50	\$23,885.45	\$235.00			\$61,008.96
Canadian Northern Railway Co.		\$23.71	160,433.04	3,257.20		\$613.80	591,635.85
Chicago, Burlington & Quincy Railroad Co.	\$2,419.86	\$23.71	352,587.24		\$1,665.48		1,396,494.97
Chicago, Great Western Railroad Co.	1,091.89	561.50	2,044,698.55	73,447.91	2,864.87	4,944.40	9,759,442.24
Chicago, Milwaukee & St. Paul Railway Co.	40,876.08	700.42	372,717.87		501.09		2,512,098.29
Chicago & Northwestern Railway Co.	5,119.21	6.30	392,920.12	6,811.00	883.88		1,279,425.41
Chicago, Rock Island & Pacific Railway Co.		475.74	951,971.10		1,499.92		3,519,378.26
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	5,573.94	595.90	31,718.16				91,317.99
Dubuque & Sioux City Railway Co. (Ill. Central)	38.15	208.51					6,137,659.31
Duluth & Belt Line							
Duluth & Iron Range Railroad Co.							
Duluth, Missabe & Northern Railway Co.							
Duluth & Northeastern Railroad Co.							
Duluth & Northern Minnesota Railway Co.							
Duluth, Rainy Lake & Winnipeg Railway Co.							
Duluth, Winnipeg & Pacific Railway Company					3.77		2,367.69
Duluth, South Shore & Atlantic Railway Co.		8.21	2,363.92				
Duluth Terminal Railway Co.							
Great Northern Railway Co.		935.11	3,220,868.16	134.00	8,566.05	15,742.83	24,564,080.06
Green Bay & Western Railway Co.			1,967.41				3,848.08
Mason City & Fort Dodge Railway Co.							
Minneapolis Eastern Railway Co.							
Minneapolis & Rainy River Railway Co.							
Minneapolis, Red Lake & Manitoba Railway Co.							
Minneapolis, St. Louis & Railroad Co.		97.88	284,087.02				1,527,032.45
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	10.49	845.54	1,884,388.17		1,313.76	7,644.25	8,940,364.45
Minneapolis Western Railway Co.							
Minnesota, Dakota & Western Railway Co.							
Big Fork & International Falls Railway Co.							
Minnesota & International Falls Railway Co.							
Minnesota & North Wisconsin Railway Co.							
Minnesota Transfer Railway Co.							
Mississippi, Hill City & Western Railway Co.							
Northern Pacific Railway Co.		12,084.36	2,291,837.50	280.00	5,985.11	62.99	14,016,218.03
Railway Transfer of Minneapolis							
St. Paul Bridge & Terminal Railway Co.							
Winona Bridge Railway Co.							
Wisconsin Central Railway Co.							
Wisconsin, Minnesota & Pacific Railway Co.							
	\$55,129.62	\$18,924.26	\$12,016,502.71	\$84,165.11	\$23,283.93	\$29,008.27	\$74,402,392.04

\*Credit.

TABLE VIII (c)  
OPERATING REVENUES—STATE OF MINNESOTA—FROM INTERSTATE BUSINESS—YEAR ENDING JUNE 30, 1913—  
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION

NAME OF ROAD	Station and Train Privileges	Parcel Room Receipts	Storage Freight	Storage Baggage	Car Service	Telephone and Telegraph	Rent of Buildings and Other Property
Minnesota & Manitoba Railway Co.							
Canadian Northern Railway Co.							
Chicago, Burlington & Quincy Railroad Co.			\$2.20	\$68.07	\$66.00	\$1,027.24	\$613.82
Chicago Great Western Railroad Co.		\$67.00	*1,100.10	59.85	*178.10	19.51	534.00
Chicago, Milwaukee & St. Paul Railway Co.							
Chicago & Northwestern Railway Co.	\$375.62						
Chicago, Rock Island & Pacific Railway Co.	852.27				9,257.00		*58.00
Chicago, St. Paul, Minneapolis & Omaha Railway Co.							
Dubuque & Sioux City Railway Co. (Ill. Central)							
Duluth Belt Line							
Duluth & Iron Range Railroad Co.							
Duluth, Missabe & Northern Railway Co.							
Duluth & Northern Railroad Co.							
Duluth & Northern Minnesota Railway Co.							
Duluth, Rainy Lake & Winnipeg Railway Co.							
Duluth, Winnipeg & Pacific Railway Company					50.00		
Duluth, South Shore & Atlantic Railway Co.	2.30						
Duluth Terminal Railway Co.							
Great Northern Railway Co.	5,283.12					523.96	
Green Bay & Western Railway Co.					180.00		
Mason City & Fort Dodge Railway Co.							
Minneapolis & Eastern Railway Co.							
Minneapolis & Red Lake Railway Co.							
Minneapolis & Red Lake & Manitoba Railway Co.							
Minneapolis, St. Louis & Railroad Co.							
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.						53,891.91	
Minneapolis Western Railway Co.							
Minnesota, Dakota & Western Railway Co.							
Big Fork & International Falls Railway Co.							
Minnesota & International Falls Railway Co.							
Minnesota & North Wisconsin Railway Co.							
Minnesota Transfer Railway Co.							
Mississippi, Hill City & Western Railway Co.							
Northern Pacific Railway Co.							
Railway Transfer of Minneapolis							
St. Paul Bridge & Terminal Railway Co.							
Winona Bridge Railway Co.							
Wisconsin Central Railway Co.							
Wisconsin, Minnesota & Pacific Railway Co.							
	\$6,513.31	\$67.00	*\$1,017.00	\$128.52	\$0,374.90	\$55,462.62	\$1,091.82

\*Credit

TABLE VIII (c)—Continued  
OPERATING REVENUES—STATE OF MINNESOTA—FROM INTERSTATE BUSINESS—YEAR ENDING JUNE 30, 1913—  
REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION

NAME OF ROAD	Miscellaneous	Total Revenue from Operations Other Than Transportation	Joint Facilities Revenue Dr.	Joint Facilities Revenue Cr.	Total Operating Revenues	Total Operating Revenues State and Interstate
Minnesota & Manitoba Railway Co.					\$62,863.59	\$896,515.96
Canadian Northern Railway Co.		\$1,859.93			603,994.77	634,915.04
Chicago, Burlington & Quincy Railroad Co.	\$622.34	24.50	\$75.69	\$12,410.11	1,396,494.97	2,588,578.89
Chicago Great Western Railroad Co.					9,766,442.24	13,999,655.15
Chicago, Milwaukee & St. Paul Railway Co.					2,512,473.91	4,117,094.17
Chicago & North Western Railway Co.		375.62		4,166.45	1,297,142.30	1,351,341.64
Chicago, Rock Island & Pacific Railway Co.		13,550.44			3,519,378.26	5,637,335.02
Chicago, St. Paul, Minneapolis & Omaha Railway Co.					91,317.99	105,115.91
Dubuque & Sioux City Railway Co. (Ill. Central)	3,499.17				6,137,656.31	6,695.60
Detroit Belt Line					7,121,718.93	8,476,104.50
Duluth & Iron Range Railroad Co.					187,123.61	352,290.05
Duluth, Missabe & Northern Railway Co.					1,330,393.02	1,330,393.02
Duluth & Northeastern Railroad Co.					2,419.99	2,419.99
Duluth & Northern Minnesota Railway Co.					24,569,081.03	30,777,967.94
Duluth, Rainy Lake & Winnipeg Railway Co.		52.30			4,028.08	4,028.08
Duluth, Winnipeg & Pacific Railway Company						
Duluth, South Shore & Atlantic Railway Co.						
Duluth Terminal Railway Co.	93.80	5,000.67				
Great Northern Railway Co.		180.00				
Green Bay & Western Railway Co.						
Iron Range & Fort Dodge Railway Co.						
Minneapolis Eastern Railway Co.						67,674.80
Minneapolis & Rainy River Railway Co.						108,417.30
Minneapolis & St. Louis Railway Co.						50,008.99
Minneapolis & St. Paul & Sault Ste. Marie Railway Co.					1,527,052.45	3,716,738.89
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.		53,891.91			8,994,256.36	10,834,092.39
Minneapolis Western Railway Co.						38,172.44
Big Fork & Dakota Railway Co.					72,144.32	72,144.32
Big Fork & International Falls Railway Co.					131,343.55	131,343.55
Minnesota & International Railway Co.					927,098.18	927,098.18
Minnesota & North Wisconsin Railway Co.					5,037.31	5,037.31
Minnesota Transfer Railway Co.					26,231.10	26,231.10
Mississippi Hill City & Western Railway Co.					27,571.20	27,571.20
Northern Pacific Railway Co.		481.12			14,016,699.13	18,411,875.84
Railway Transfer of Minneapolis	481.12					207,425.45
St. Paul Bridge & Terminal Railway Co.						163,063.25
Winona Bridge Railway Co.						
Wisconsin Central Railway Co.						
Wisconsin, Minnesota & Pacific Railway Co.						
	\$4,696.52	\$76,316.79	\$75.69	\$16,576.56	\$74,495,209.70	\$112,606,977.07

TABLE IX  
SECURITIES OWNED, STOCKS, NOT HELD IN SINKING OR OTHER FUNDS, ENTIRE LINES, YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Stocks of Proprietary Affiliated and Controlled Companies held for Investment				
	Pledged		Unpledged		Dividends Declared
	Total Par Value	Cost or Book Value	Total Par Value	Cost or Book Value	
Minnesota & Manitoba Railway.....	\$400,000.00				
Canadian Northern Railway.....	30,536,200.00	\$19,362,139.38	\$10,510,000.00	\$7,727,860.45	\$529,957.00
Chicago, Burlington & Quincy Railroad.....	38,832,352.00	117,803.00	700,600.00	225,189.90	4,484.02
Chicago Great Western Railroad.....			12,753,400.00	9,951,895.31	2,029,855.00
Chicago, Iwauakee & St. Paul Railway.....			2,865,800.00	1,376,013.15	426,330.00
Chicago & North Western Railway Company.....			6,384,320.00	837,207.64	26,412.50
Chicago, Rock Island & Pacific Railway.....	16,859,800.00	24,632,162.90	724,800.00	206,200.00	46,351.00
Chicago, St. Paul, Minneapolis & Omaha Railway.....					
Dubuque & Sioux City (Illinois Central).....					
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....					
Duluth, Missabe & Northern Railway.....					
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway.....					
Duluth, Rainy Lake & Winnipeg Railway.....					
Duluth, Winnipeg & Pacific Railway.....					
Duluth, South Shore & Atlantic Railway.....					
Duluth, Terminal Railway Company.....	81,100.00	81,250.00	856,368.66	1,029,366.70	10,000.00
Great Northern Railway Company.....					
Green Bay & Western Railway Company.....	32,779,000.00	31,481,048.66	4,259,200.00	3,194,100.46	28,144.00
Minneapolis & Eastern Railway Company.....			1,077,900.00	9,777.63	
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba.....					
Minneapolis & St. Louis Railroad Company.....	3,736,500.00	641,678.29	161,100.00	729,435.56	69,847.03
Minneapolis, St. Paul & Sault Ste. Marie Co.....	11,169,000.00	11,169,000.00	9,483,600.00	5,035,027.05	458,621.00
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Ry. Co.....	62,500.00	62,500.00			3,000.00
Big Fork & International Falls Railway Company.....					
Minnesota & International Railway.....			10,000.00	10,000.00	
Minnesota & North Wisconsin Railway.....					
Minnesota Transfer Railway Company.....					
Mississippi, Hill City & Western Railway.....					
Northern Pacific Railway.....	686,750.00		26,147,300.00	25,442,830.94	419,144.00
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Ry. Co.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Co.....	22,801,900.00		1,556,400.00	150,000.00	
Wisconsin, Minnesota & Pacific Railway.....					
<b>Total.....</b>	<b>\$157,956,102.00</b>	<b>\$87,548,582.23</b>	<b>\$77,471,086.66</b>	<b>\$55,926,405.39</b>	<b>\$4,052,145.55</b>

3

	TABLE IX—Continued.	ENTIRE LINES.	YEAR ENDING JUNE 30, 1913.
NO. OF OTHER FUNDING			

NAME OF ROAD	Pledged		Unpledged		Dividends Declared
	Total Par Value	Cost or Book Value	Total Par Value	Cost or Book Value	
Minnesota & Manitoba Railway					
Canadian Northern Railway			\$20,122.10	\$415,285.96	
Chicago Burlington & Quincy Railroad			1,500.00	1,500.00	\$6,000.00
Chicago Great Western Railroad					
Chicago Milwaukee & St. Paul Railway	\$195,200.00	\$182,701.00			
Chicago & Northwestern Railway Company			5,312,900.00	347,400.00	199,332.00
Chicago Rock Island & Pacific Railway			2,950,200.00	376,490.04	39,537.75
Chicago St. Paul, Minneapolis & Omaha Railway	50,000.00	1.00			
Dubuque & Sioux City (Illinois Central)					
Duluth Belt Line					
Duluth & Iron Range Railroad Company					
Duluth, Missabe & Northern Railway					
Duluth & Northeastern Railroad Company					
Duluth & Northern Minnesota Railway					
Duluth, Rainy Lake & Winnipeg Railway					
Duluth, Winnipeg & Pacific Railway Company					
Duluth, South Shore & Atlantic Railway					
Duluth Terminal Railway Company					
Great Northern Railway Company	54,456,750.00	106,764,809.76	36,592,040.00	30,276,327.83	4,354,201.25
Green Bay & Western Railway Company					
Mason City & Fort Dodge Railway Company	500,000.00	120,000.00	250,600.00	220,600.00	
Minneapolis Eastern Railway Company					
Minneapolis & Rainy River Railway Company					
Minneapolis, Red Lake & Manitoba					
Minneapolis & St. Louis Railroad Company					
Minneapolis, St. Paul & Sault Ste. Marie Railway					
Minneapolis Western Railway Company			206,150.00	151.00	
Minnesota, Dakota & Western Ry. Co.					
Big Fork & International Falls Railway Company					
Minnesota & International Ry.					
Minnesota & North Wisconsin Railway					
Minnesota Transfer Railway Company					
Mississippi Hill City & Western Railway					
Northern Pacific Railway					
Railway Transfer of Minneapolis					
St. Paul Bridge & Terminal Ry. Co.	54,156,750.00	109,464,809.76			4,322,040.00
Winona Bridge Railway Company					
Winona, Grand Rapids & Lake City			163,850.00	1,200.00	

TABLE X  
SECURITIES OWNED, FUNDED DEBT, NOT HELD IN SINKING OR OTHER FUNDS. ENTIRE LINES. YEAR ENDING JUNE 30, 1913

NAME OF ROAD	Funded Debt of Proprietary, Affiliated and Controlled Companies held for Investment				
	Pledged		Unpledged		Interest Accrued
	Total Par Value	Cost or Book Value	Total Par Value	Cost or Book Value	
Minnesota & Manitoba Railway	\$670,000.00			\$576,050.00	\$33,279.17
Canadian Northern Railway					
Chicago, Burlington & Quincy Railroad			\$734,000.00		
Chicago Great Western Railroad				169,000.00	2,577,452.10
Chicago Milwaukee & St. Paul Railway			1,166,000.00		5,062.50
Chicago & Northwestern Railway Company			13,252,750.00	6,869,191.55	1,422,273.18
Chicago Rock Island & Pacific Railway					
Chicago, St. Paul, Minneapolis & Omaha Railway	17,017,838.08	\$8,960,601.46			
Dubuque & Sioux City (Illinois Central)					
Dubuque Belt Line					
Duluth & Iron Range Railroad Company					
Duluth, Missabe Northern Railway					
Duluth & Northeastern Railroad Company					
Duluth & Northern Minnesota Railway					
Duluth, Rainy Lake & Winnipeg Railway					
Duluth, Winnipeg & Pacific Railway Company					
Duluth, South Shore & Atlantic Railway					
Duluth Terminal Railway Company					
Great Northern Railway Co.			205,000.00	87,800.00	8,750.00
Green Bay & Western Railway Company					
Mason City & Fort Dodge Railway Company					
Minneapolis Eastern Railway Company					
Minneapolis & Rainy River Railway Company					
Minneapolis, Red Lake & Manitoba					
Minneapolis & St. Louis Railroad Company	650,000.00	630,000.00	514,000.00	514,000.00	59,550.00
Minneapolis, St. Paul & Sault Ste. Marie Co.			828,629.60	828,629.60	42,999.22
Minneapolis Western Railway Company					
Minnesota, Dakota & Western Ry. Co.	250,000.00	250,000.00			
Big Fork & International Falls Railway Company				484,800.24	
Minnesota & International Railway					
Minnesota & North Wisconsin Railway					
Minnesota Transfer Railway Company					
Mississippi, Hill City & Western Railway			31,872,500.00	22,314,425.00	807,800.00
Northern Pacific Railway					
Railway Transfer of Minneapolis					
St. Paul Bridge & Terminal Ry. Co.					
Winona Bridge Railway Company					
Wisconsin Central Railway Company	30,194,500.00		28,150,000.00		
Wisconsin, Minnesota & Pacific Railway					
	\$46,782,338.08	\$0,840,601.46	\$77,206,879.60	\$31,959,806.30	\$4,958,060.17

TABLE X—Continued

SECURITIES OWNED. FUNDED DEBTS. NOT ISSUED BY SINKING FUND OFFICERS.				
Name of Road	Stocks of Companies Not Proprietary, Affiliated or Controlled Held for Investment			Interest Accrued
	Pledged		Unpledged	
	Total Par Value	Cost or Book Value	Total Par Value	Cost or Book Value
Minnesota & Manitoba Railway				
Canadian Northern Railway				\$2,500.00
Chicago, Burlington & Quincy Railroad				19.25
Chicago Great Western Railroad				1,970.03
Chicago, Milwaukee & St. Paul Railway				47,470.83
Chicago & Northwestern Railway Company				
Chicago, Rock Island & Pacific Railway				
Chicago, St. Paul, Minneapolis & Omaha Railway				
Dubuque & Sioux City (Illinois Central)				
Duluth Belt Line				
Duluth & Iron Range Railroad Company				
Duluth, Missabe & Northern Railway				
Duluth & Northeastern Railroad Company				
Duluth & Northern Minnesota Railway				
Duluth, Rainy Lake & Winnipeg Railway				
Duluth, Winnipeg & Pacific Railway Company				
Duluth, South Shore & Atlantic Railway				70.00
Duluth Terminal Railway Company				
Great Northern Railway Company				
Green Bay & Western Railway Company				
Mason City & Fort Dodge Railway Company				1,980.00
Minneapolis Eastern Railway Company				
Minneapolis & Rainy River Railway Company				
Minneapolis, Red Lake & Manitoba				
Minneapolis & St. Louis Railroad Company				
Minneapolis, St. Paul & Sault Ste. Marie				1,834.95
Minneapolis Western Railway Company				
Minnesota, Dakota & Western Ry. Co.				
Big Fork & International Falls Railway Company				
Minnesota & International Railway				
Minnesota & North Wisconsin Railway				
Minnesota Transfer Railway Company				
Mississippi, Hill City & Western Railway				
Northern Pacific Railway				
Railway Transfer of Minneapolis				
St. Paul Bridge & Terminal Ry. Co.				
Winona Bridge Railway Company				
Wisconsin Central Railway Co.				
Wisconsin, Minnesota & Pacific Railway				
	\$2,145,000.00	\$2,145,000.00		107,250.00
	4,000.00	4,000.00		520.00
	\$2,149,000.00	\$2,149,000.00		
	\$2,149,000.00	\$2,149,000.00	\$2,491,350.00	\$163,545.06

TABLE XI  
SECURITIES OWNED. ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Marketable Securities—Stocks			Marketable Securities—Funded Debt		
	Par Value of Securities Owned	Cost or Book Value	Dividends Declared	Par Value of Securities Owned	Cost or Book Value	Interest Accrued
<b>Minnesota &amp; Manitoba Railway</b> .....	\$4,933,393.00			\$10,387,000.00		\$488,450.00
Canadian Northern Railway.....	929,316.65	\$763,072.12	\$27,515.00	62,500.00	\$62,500.00	1,122.34
Chicago Burlington & Quincy Railroad.....				450,500.00	364,837.50	1,540.58
Chicago Great Western Railroad.....						
Chicago Milwaukee & St. Paul Railway.....	19,091,500.00	14,247,728.22	1,211,260.00			
Chicago & Northwestern Railway Company.....	1,855,910.00	1,302,465.37	6.42	14,168,028.00	14,168,641.33	628,081.57
Chicago, Rock Island & Pacific Railway.....	155.20	155.20		263,500.00	263,500.00	11,900.00
Chicago, St. Paul, Minneapolis & Omaha Railway.....	670.00	1.00				
Dubuque & Sioux City (Illinois Central).....						
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....						
Duluth, Missabe & Northern Railway.....						
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway.....						
Duluth, Rainy Lake & Winnipeg Railway.....						
Duluth, Winnipeg & Pacific Railway Company.....						
Duluth, South Shore & Atlantic Railway.....						
Duluth Terminal Railway Company.....						
Great Northern Railway Company.....	3,288,179.17	674,654.07	152,783.00	210,067.44	178,641.51	8,457.04
Green Bay & Western Railway Company.....				37,530,100.00	26,437,101.00	961,988.33
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....						
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba.....						
Minneapolis & St. Louis Railroad Company.....			6.00	9,500.00	9,500.00	321.70
Minneapolis, St. Paul & Sault Ste. Marie Railway.....						
Minneapolis Western Railway Company.....						
Minnesota, Dakota & Western Ry. Co.....						
Big Fork & International Falls Railway Company.....						
Minnesota & International Ry.....				446,000.00	411,433.75	17,640.00
Minnesota & North Wisconsin Railway.....						
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway.....						
Northern Pacific Railway.....	8,924,945.00	8,952,479.54	4,968.00	3,102,000.00	3,112,600.00	183,242.04
Railway Transfer of Minneapolis.....						
St. Paul Bridge & Terminal Ry. Co.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway.....						
<b>Total</b> .....	<b>\$39,024,009.02</b>	<b>\$25,940,555.52</b>	<b>\$1,396,538.42</b>	<b>\$66,629,193.44</b>	<b>\$45,008,755.09</b>	<b>\$2,302,743.60</b>



TABLE XII  
SUMMARY OF SECURITIES OWNED. NOT HELD IN SINKING OR OTHER FUNDS. ENTIRE LINES. YEAR ENDING JUNE 30, 1913

NAME OF ROAD	Stocks		Funded Debt		Miscellaneous Securities	
	Par Value	Dividends or Interest	Par Value	Dividends or Interest	Par Value	Dividends or Interest
<b>Minnesota &amp; Manitoba Railway</b> .....	\$5,333,393.00	\$27,515.00	\$11,057,000.00	\$488,450.00		
Canadian Northern Railway.....	43,977,726.65	529,937.00	13,984,100.00	489,908.14	\$3,035.00	
Chicago, Burlington & Quincy Railroad.....	39,749,652.00	10,494.02	451,050.00	1,559.83		
Chicago Great Western Railroad.....	12,748,600.00	2,029,855.00	156,538,311.64	2,579,422.13		
Chicago, Milwaukee & St. Paul Railway.....	28,612,536.71	1,836,922.00	40,777,000.00	53,433.33		
Chicago & Northwestern Railway Company.....	28,105,107.50	65,956.67	49,433,616.08	2,050,354.75		
Chicago, Rock Island & Pacific Railway.....	4,955,883.50	46,351.00	314,546.02	11,900.00		
Chicago, St. Paul, Minneapolis & Omaha Railway.....	670.00					
Dubuque & Sioux City (Illinois Central)						
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....			500,000.00			
Duluth, Missabe & Northern Railway.....						
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway.....						
Duluth, Rainy Lake & Winnipeg Railway.....						
Duluth, Winnipeg & Pacific Railway Company.....						
Duluth, South Shore & Atlantic Railway.....						
Duluth Terminal Railway Company.....	937,466.66	10,000.00	210,067.44	8,457.04		
Great Northern Railway Company.....	131,384,419.17	4,535,128.25	38,619,100.00	963,968.33	744,185.84	\$67,980.80
Green Bay & Western Railway Company.....	1,077,900.00		205,000.00	8,750.00		
Mason City & Fort Dodge Railway Company.....	720,600.00					
Minneapolis Eastern Railway Company.....						
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba.....	3,975,410.00	69,853.03	3,020,972.32	59,871.70		
Minneapolis & St. Louis Railroad Company.....	20,832,750.00	458,621.00	3,556,329.60	44,834.17	125,000.00	
Minneapolis, St. Paul & Sault Ste. Marie Railway.....						
Minneapolis Western Railway Company.....	62,500.00	3,000.00	250,000.00			
Minnesota, Dakota & Western Ry. Co.....						
Big Fork & International Falls Railway Company.....	10,000.00		930,800.00	17,640.00		
Minnesota & International Railway.....	7,000.00					
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway.....	89,970,245.00	4,746,152.00	50,626,000.00	1,098,292.04		
Northern Pacific Railway Company.....						
Railway Transfer of Minneapolis.....	8,000.00					
St. Paul Bridge & Terminal Ry. Co.....						
Winona Bridge Railway Company.....	27,108,560.00		30,379,000.00	520.00		
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway.....						
	\$440,578,410.19	\$14,369,794.97	\$401,752,893.10	\$7,876,961.46	\$872,220.84	\$67,980.80

**TABLE XIII.**  
**SINKING AND OTHER FUNDS, ENTIRE LINES YEAR ENDING JUNE 30, 1913**

NAME OF ROAD	A. Income and Disbursements During Year				B. Assets on June 30, 1913		
	Income		Disbursements	Total	Securities in Fund	Cash in Fund	Total
	Cash Appropriations to Fund	Income to Fund from Investments			Cost or Book Value		
<b>Minnesota &amp; Manitoba Ry.</b>							
Canadian Northern Ry.	\$655,450.28	\$989,240.95	\$2,102.67	\$1,646,883.90	\$557,552.70	\$19,763,218.00	\$104,452.70
Chicago, Burlington & Quincy R. R.							\$19,867,670.70
Chicago Great Western R. R.							
Chicago, Milwaukee & St. Paul Ry.	97,770.00	118,741.01	19,830.61	236,441.62	399,302.67	7,143.71	3,116,743.71
Chicago & Northwestern Ry. Co.	208,300.00	162,712.92	2,123.75	368,138.67	3,892,370.96	101,351.20	3,993,922.16
Chicago, Rock Island & Pacific Ry.							
Chicago, St. Paul, Mpls. & Omaha Ry.							
Dubuque & Sioux City (Ill. Central)	57,013.60	52,095.00		109,108.60	1,354,058.50	28,372.21	1,382,430.71
Duluth & St. Louis							
Duluth & Iron Range R. R. Co.	273,441.62		120,324.23	393,765.85	162,152.49	3,723,619.56	3,723,619.56
Duluth, Missabe & Northern Ry.	441,201.69		24,732.72	465,934.41	3,211,803.75	631,418.39	3,863,222.14
Duluth & Northern Min. R. R. Co.							
Duluth & Northern Ry.							
Duluth, Rainy Lake & Mesota Ry.							
Duluth, Rainy Lake & Winnipeg Ry.							
Duluth, South Shore & Atlantic Ry.							
Duluth, Terminal Ry. Co.	154,776.25		125.40	154,776.25	136,925.00	45,704.58	45,704.58
Great Northern Ry. Co.	102,000.00			102,125.40	103,596.40	2,818.63	2,818.63
Green Bay & Western Ry. Co.							
Mason City & Fort Dodge Ry. Co.							
Minneapolis Eastern Ry. Co.							
Minneapolis & Rainy River Ry. Co.							
Minneapolis, Red Lake & Manitoba							
Minneapolis & St. Louis R. R. Co.						2,639.96	2,639.96
Mpls., St. Paul & Sault Ste. Marie Ry.							
Minneapolis Western Ry. Co.							
Minnesota, Dakota & Western Ry. Co.							
Big Fork & International Falls Ry. Co.							
Minnesota & International Ry.							
Minnesota & North Wisconsin Ry.							
Minnesota Transfer Ry. Co.							
Mississippi, Hill City & Western Ry.							
Northern Pacific Ry.		229,092.38	24,715.19	253,807.57	140,465.87	421,395.55	5,859,735.71
Railway Transfer of Minneapolis							
St. Paul Bridge & Terminal Ry. Co.							
Winona Bridge Ry. Co.	148,250.00		139.97	148,389.97	148,611.53	2,158.73	2,158.73
Wisconsin Central Ry. Co.							
Wisconsin, Minnesota & Pacific Ry.							
<b>Total</b>	<b>\$2,133,203.44</b>	<b>\$1,551,882.26</b>	<b>\$194,286.54</b>	<b>\$3,879,372.24</b>	<b>\$2,020,412.78</b>	<b>\$5,091,293.22</b>	<b>\$41,800,080.50</b>

## RAILROAD AND WAREHOUSE COMMISSION

TABLE XIV.  
RESERVES. ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Operating Reserves	Reserves from Income or Surplus		
		Invested in Sinking and Redemption Funds	Invested in Other Reserve Funds	Not Specifically Invested
Minnesota & Manitoba Railway .....				
Canadian Northern Railway .....	\$1,790,957.06	\$32,942,793.87		\$3,750,000.00
Chicago, Burlington & Quincy Railroad .....				
Chicago Great Western Railroad .....		319,233.71	\$2,763,613.68	
Chicago, Milwaukee & St. Paul Railway .....		3,976,049.03		
Chicago & Northwestern Railway Company .....	1,317,310.07			
Chicago, Rock Island & Pacific Railway .....				
Chicago, St. Paul, Minneapolis & Omaha Railway .....		1,382,430.71		
Dubuque & Sioux City (Illinois Central) .....				
Duluth Belt Line .....				
Duluth & Iron Range Railroad Company .....	134,473.70	6,325,800.46		
Duluth, Missabe & Northern Railway .....	197,716.84	3,269,062.95	918,448.12	142,827.94
Duluth & Northeastern Railroad Company .....				
Duluth & Northern Minnesota Railway .....				
Duluth, Rainy Lake & Winnipeg Railway .....				
Duluth, Winnipeg & Pacific Railway Company .....				
Duluth, South Shore & Atlantic Railway .....				
Duluth Terminal Railway Company .....				
Great Northern Railway Company .....	1,122,577.09			10,340.84
Green Bay & Western Railway Company .....	11,270.03			8,721,508.87
Mason City & Fort Dodge Railway Company .....				6,500.00
Minneapolis Eastern Railway Company .....				
Minneapolis & Rainy River Railway Company .....				
Minneapolis, Red Lake & Manitoba .....	1,471.96			
Minneapolis & St. Louis Railroad Company .....	89,849.70			
Minneapolis, St. Paul & Sault Ste. Marie Railway .....	63,616.80			213,314.34
Minneapolis Western Railway Company .....				
Minnesota, Dakota & Western Railway Company .....				
Big Fork & International Falls Railway Company .....				
Minnesota & International Railway .....				
Minnesota & North Wisconsin Railway .....				
Minnesota Transfer Railway Company .....				
Mississippi, Hill City & Western Railway .....				
Northern Pacific Railway .....				
Railway Transfer of Minneapolis .....			5,651,777.78	750,000.00
St. Paul Bridge & Terminal Railway Company .....	17,453.12			
Winona Bridge Railway Company .....				
Wisconsin Central Railway Company .....				22,569.02

TABLE XV

NAME OF ROAD	Advances to Proprietary Affiliated and Controlled Cos.		Obligations for Advances from Other Companies		Special Deposits		
	Advances for Construction, Equipment and Betterments	Temporary Advances for Various Purposes	Advances for Construction, Equipment and Betterments	Temporary Advances for Various Purposes	Securities		Total
					Par Value	Cost or Book Value	
Minnesota & Manitoba Ry. Co.							
Canadian Northern Ry. Co.							
Chicago, Burlington & Quincy R. R. Co.	\$402,197.83	\$170,998.17					
Chicago Great Western R. R. Co.		739,560.78					
Chicago, Milwaukee & St. Paul Ry. Co.	29,581,066.93					\$3,783,106.99	\$3,783,106.99
Chicago & Northwestern Ry. Co.	17,831,122.13						
Chicago, Rock Island & Pacific Ry. Co.	12,314,155.22	5,191,800.26		\$166,211.54		91,866.73	91,866.73
Chicago, St. Paul, Mpls. & Omaha Ry. Co.	279.98	309.35					
Dubuque & Sioux City Ry. Co. (Ill. Cent.)			\$1,622,303.06	162,800.55		243.82	243.82
Duluth Belt Line							
Duluth & Iron Range R. R. Co.							
Duluth, Missabe & Northern Ry. Co.							
Duluth & Northern R. R. Co.							
Duluth & Northern Minnesota Ry. Co.							
Duluth, Rainy Lake & Winnipeg Ry. Co.							
Duluth, Winnipeg & Pacific Ry. Co.							
Duluth, South Shore & Atlantic Ry. Co.	21,817.42	279.97					
Duluth Terminal Ry. Co.	449,704.42	45,080.77	6,735.33			1,500.00	1,500.00
Great Northern Ry. Co.							
Green Bay & Western Ry. Co.						100.00	100.00
Mason City & Fort Dodge Ry. Co.		62,242.97		499,401.26			
Minneapolis Eastern Ry. Co.							
Minneapolis & Rainy River Ry. Co.							
Minneapolis, Red Lake & Manitoba Ry. Co.							
Minneapolis & St. Louis R. R. Co.		7,057.28		180,299.94			
Mpls., St. Paul & Sault Ste. Marie Ry. Co.		1,778,679.84		103,622.94		908,934.49	908,934.49
Minneapolis Western Ry. Co.		17,753.30					
Minnesota, Dakota & Western Ry. Co.							
Big Fork & International Falls Ry. Co.							
Minnesota & International Ry. Co.							
Minnesota & North Wisconsin Ry. Co.	18,325.80						
Minnesota Transfer Ry. Co.			4,103.86	13,500.00			
Mississippi, Hill City & Western Ry. Co.							
Northern Pacific Ry. Co.							
Railway Transfer of Minneapolis	22,642,066.55					469,842.89	469,842.89
St. Paul Bridge & Terminal Ry. Co.				4,738.34			
Winona Bridge Ry. Co.							
Wisconsin Central Ry. Co.		378,147.97					
Wisconsin, Minnesota & Pacific Ry. Co.				199,750.41			
	\$83,260,736.28	\$8,391,910.66	\$1,633,142.28	\$1,330,330.98		\$5,255,594.92	\$5,255,594.92

TABLE XVI.  
OPERATING EXPENSES—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—FOR LARGE ROADS—MAINTENANCE OF WAY AND STRUCTURES.

NAME OF ROAD	<sup>1</sup> Superintendence	<sup>2</sup> Ballast	<sup>3</sup> Ties	<sup>4</sup> Rail
Minnesota & Manitoba Railway Company	\$83,675.45	\$7,532.24	\$744,309.90	\$22,462.63
Canadian Northern Railway Company	719,132.26	223,988.60	1,711,003.44	646,084.05
Chicago, Burlington & Quincy Railroad	130,624.60	19,637.26	164,161.92	41,391.81
Chicago Great Western Railroad Company	389,903.88	99,332.68	1,296,893.04	617,359.75
Chicago, Milwaukee & St. Paul Railway Company	483,468.65	193,644.46	1,398,359.45	615,381.60
Chicago & Northwestern Railway Company	510,438.25	217,291.68	1,645,214.12	\$423,050.42
Chicago, Rock Island & Pacific Railway Company	89,095.57	34,448.52	326,294.47	203,737.34
Chicago, St. Paul, Minneapolis & Omaha Railway Company	55,550.75	7,212.87	145,807.49	27,584.61
Dubuque & Sioux City (Illinois Central) Railroad Company				
Duluth Belt Line	22,201.20	11,920.44	70,760.42	27,680.97
Duluth & Iron Range Railroad Company	30,334.79	15,475.65	77,249.05	30,830.80
Duluth, Missabe & Northern Railway Company				
Duluth & Northeastern Railroad Company				
Duluth & Northern Minnesota Railway Company				
Duluth, Rainy Lake & Winnipeg Railway Company	5,398.13	19,857.48	16,641.61	10,632.81
Duluth, Winnipeg & Pacific Railway Company	32,426.87	29,140.92	76,476.43	18,802.23
Duluth, South Shore & Atlantic Railway Company				
Duluth, Terminal Railway Company				
Great Northern Railway Company	589,798.02	107,200.00	1,127,093.50	532,069.46
Green Bay & Western Railway Company				
Mason City & Fort Dodge Railway Company				
Minneapolis Eastern Railway Company				
Minneapolis & Rainy River Railway Company				
Minneapolis, Red Lake & Manitoba Railway Company				
Minneapolis & St. Louis Railroad Company	59,502.73	30,196.07	212,929.19	118,790.22
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	105,285.59	134,653.32	437,597.90	47,585.16
Minneapolis Western Railway Company				
Minnesota, Dakota & Western Railway Company	1,086.19	455.97	5,838.27	96.84
Big Fork & International Falls Railway Company	8,850.42	4,328.21	32,678.75	20,011.95
Minnesota & International Railway Company				
Minnesota & North Wisconsin Railway Company				
Minnesota Transfer Railway Company				
Mississippi, Hill City & Western Railway Company	464,000.67	145,075.83	1,488,544.34	677,925.54
Northern Pacific Railway Company				
Railway Transfer of Minneapolis				
St. Paul Bridge & Terminal Railway Company				
St. Paul Bridge Railway Company				
Winona Central Railway Company				
Wisconsin Central Railway Company				
Wisconsin, Minnesota & Pacific Railway Company				
	\$3,780,774.62	\$1,301,392.20	\$10,977,862.29	\$4,081,268.18

\*Credit.

TABLE XVI—Continued.  
OPERATING EXPENSES—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—FOR LARGE ROADS—MAINTENANCE OF WAY AND STRUCTURES.

NAME OF ROAD	5 Other Track Material	6 Roadway and Track	7 Removal of Snow, Sand and Ice	8 Tunnels
Minnesota & Manitoba Railway Company.....	\$120,445.47	\$1,535,999.89	\$130,383.08	
Canadian Northern Railway Company.....	550,787.77	4,850,739.37	101,516.31	\$388.80
Chicago Burlington & Quincy Railroad Company.....	61,838.18	608,897.20	17,964.14	632.20
Chicago Great Western Railway Company.....	399,084.91	3,712,090.28	274,988.24	6,408.08
Chicago & North Western Railway Company.....	525,805.53	4,755,155.91	194,182.61	6,123.24
Chicago & North Western Pacific Railway Company.....	399,337.35	3,232,093.08	55,681.62	221.31
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	99,577.84	753,932.08	33,160.76	824.03
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	43,618.19	362,525.41	10,611.60	
Duluth & Iron Range Railroad Company.....	23,098.11	225,060.90	18,131.42	
Duluth, Missabe & Northern Railway Company.....	31,826.24	366,555.74	28,817.73	
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....	6,898.35	82,177.33	6,322.65	
Duluth, Rainy Lake & Winnipeg Railway Company.....	40,142.18	304,660.81	37,864.30	
Duluth, Winnipeg & Pacific Railway Company.....				
Duluth, South Shore & Atlantic Railway Company.....				
Duluth, Terminal Railway Company.....	636,508.61	6,019,896.31	379,604.43	192,440.82
Great Northern Railway Company.....				
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minneapolis Eastern Railway Company.....				
Minneapolis & Rainy River Railway Company.....				
Minneapolis, Red Lake & Manitoba Railway Company.....	61,344.45	475,332.95	16,369.25	
Minneapolis & St. Louis Railroad Company.....	106,742.12	1,632,610.88	78,191.56	2,290.73
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....				
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Ry. Co.....	782.90	13,310.41	222.69	
Big Fork & International Falls Railway Company.....	5,862.75	75,577.23	1,942.95	
Minnesota & International Falls Railway Company.....				
Minnesota & North Wisconsin.....				
Minnesota Transfer Railway Company.....				
Mississippi, Hill City & Western Railway Company.....				
Northern Pacific Railway Company.....	408,694.59	4,735,753.97	243,225.95	38,166.80
Northern Transfer of Minneapolis.....				
St. Paul Bridge & Terminal Ry. Co.....				
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$3,583,305.54	\$33,808,237.19	\$1,020,265.60	\$247,490.01

## RAILROAD AND WAREHOUSE COMMISSION

TABLE XVI—Continued.  
OPERATING EXPENSES—ENTIRE LINES—YEAR ENDING JUNE 30, 1913.—FOR LARGE ROADS—MAINTENANCE OF WAY AND STRUCTURES.

NAME OF ROAD	9 Bridges Trestles and Culverts	10 Over and Under Grade Crossings	11 Grade Crossings Fences, Cattle Guards and Signs	12 Snow and Sand Fences and Snowsheds
<b>Minnesota &amp; Manitoba Railway Company</b> .....				
Canadian Northern Railway Company.....	\$146,401.43	\$138.80	\$46,647.44	\$2,773.93
Chicago, Burlington & Quincy Railroad Company.....	871,929.14	64,412.99	293,577.78	9,564.08
Chicago Great Western Railroad Company.....	123,462.14	4,133.27	57,186.08	1,296.08
Chicago, Milwaukee & St. Paul Railway Company.....	747,154.56	39,187.14	196,694.76	14,157.51
Chicago & Northwestern Railway Company.....	854,794.52	84,284.82	236,323.62	4,618.40
Chicago, Rock Island & Pacific Railway Company.....	709,812.02	14,331.54	210,118.21	12,077.35
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	228,478.02	4,717.96	49,909.18	1,071.94
Dubuque & Sioux City (Illinois Central) Railroad Company.....	85,158.34	1,234.61	23,843.58	22.38
Duluth Belt Line.....				
Duluth & Iron Range Railroad Company.....	36,706.24	1,314.42	12,744.23	4,056.64
Duluth, Missabe & Northern Railway Company.....	58,096.54	448.97	3,606.11	79.10
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....				
Duluth, Winnipeg & Pacific Railway Company.....	4,298.60	203.06	2,071.96	
Duluth, South Shore & Atlantic Railway Company.....	90,162.02	33.78	12,148.20	463.40
Duluth, Terminal Railway Company.....				
Great Northern Railway Company.....	739,739.97	121,569.69	76,236.96	147,795.80
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minneapolis Eastern Railway Company.....				
Minneapolis & Rainy River Railway Company.....				
Minneapolis, Red Lake & Manitoba.....				
Minneapolis, St. Louis Railroad Company.....	89,804.20	5,051.70	23,825.22	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	287,977.22	501.30	44,539.70	4,396.63
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Ry. Co.....				
Big Fork & International Falls Railway Company.....	120.57		26.29	
Minnesota & International Railway Company.....	3,942.82		792.14	
Minnesota & North Wisconsin Railway Company.....				
Minnesota Transfer Railway Company.....				
Mississippi, Hill City & Western Railway Company.....	155.39			
Northern Pacific Railway Company.....	678,249.97	25,329.99	109,779.45	20,581.16
Northern Transfer of Minneapolis.....				
St. Paul Bridge & Terminal Ry. Co.....				
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				

TABLE XVI(a).  
OPERATING EXPENSES—ENTIRE LINE—YEAR ENDING JUNE 30, 1912—FOR LARGE ROADS—MAINTENANCE OF WAY AND STRUCTURES.

NAME OF ROAD	13 Signals and Inter- locking plants	14 Telegraph and Telephone Lines	15 Electric Power Transmission	16 Buildings, Fixtures and Grounds
<b>Minnesota &amp; Manitoba Railway Company</b>				
Canadian Northern Railway Company	\$16,004.51	\$58,835.41		\$236,895.31
Chicago, Burlington & Quincy Railroad Company	170,929.26	145,040.96	\$656.11	1,692,024.26
Chicago Great Western Railroad	34,631.83	27,450.37		164,069.47
Chicago, Milwaukee & St. Paul Railway Company	179,609.69	106,728.41		963,988.67
Chicago & North Western Railway Company	444,175.32	59,624.94		1,175,886.10
Chicago, Rock Island & Pacific Railway Company	194,182.96	93,690.93		973,827.56
Chicago, St. Paul, Minneapolis & Omaha Railway Company	20,629.17	19,432.55		239,467.58
Dubuque & Sioux City (Illinois Central) Railroad Company	15,195.93	9,312.30		127,207.14
Duluth Belt Line				
Duluth & Iron Range Railroad Company	2,505.32	33,179.99		85,443.20
Duluth, Missabe & Northern Railway Company	8,357.43	9,739.62		83,939.23
Duluth & Northeastern Railroad Company				
Duluth & Northern Minnesota Railway Company				
Duluth, Rainy Lake & Winnipeg Railway Company	510.36	2,075.43		7,397.97
Duluth, Winnipeg & Pacific Railway Company	311.21	3,276.17		23,785.81
Duluth, South Shore & Atlantic Railway Company				
Duluth Terminal Railway Company	66,368.73	106,625.19	5,695.10	983,186.22
Great Northern Railway Company				
Green Bay & Western Railway Company				
Mason City & Ft. Dodge Railway Company				
Minneapolis Eastern Railway Company				
Minneapolis & Rainy River Railway Company				
Minneapolis, Red Lake & Manitoba Railway Company				
Minneapolis, St. Louis Railroad Company	1,280.40	7,396.81		103,499.62
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	16,066.56	83,048.96		247,979.84
Minneapolis Western Railway Company				
Minnesota, Dakota & Western Ry. Co.				
Big Fork & International Falls Railway Company	.06	340.44		812.49
Minnesota & International Falls Railway Company				
Minnesota & North Wisconsin Railway Company	52.24	1,352.67		5,398.02
Minnesota Transfer Railway Company				
Mississippi, Hill City & Western Railway Company				
Northern Pacific Railway Company	77,598.69	60.64		257.74
Railway Transfer of Minneapolis		127,867.52		818,741.76
St. Paul Bridge & Terminal Ry. Co.				
Winona Bridge Railway Company				
Wisconsin Central Railway Company				
Wisconsin, Minnesota & Pacific Railway Company				
	\$1,248,909.67	\$685,079.51	\$6,351.21	\$7,934,407.99



TABLE XVI(a)—Continued.  
OPERATING EXPENSES—ENTIRE LINE—YEAR ENDING JUNE 30, 1912—FOR LARGE ROADS—MAINTENANCE OF WAY AND STRUCTURES.

NAME OF ROAD	17 Docks and Wharves	18 Roadway tools and supplies	19 Injuries to persons	20 Stationery and Printing
Minnesota & Manitoba Railway Company				\$3,735.66
Canadian Northern Railway Company	\$1,268.00	\$38,109.95	\$17,639.43	23,933.74
Chicago, Burlington & Quincy Railroad Company	276.72	143,372.90	83,437.69	5,394.29
Chicago, Great Western Railroad Company	12.11	30,735.40	17,163.15	16,770.45
Chicago, Milwaukee & St. Paul Railway Company	27,633.18	130,493.34	133,866.75	24,096.78
Chicago & Northwestern Railway Company	214,950.60	139,863.67	174,508.46	15,666.80
Chicago, Rock Island & Pacific Railway Company	3,143.01	139,012.13	125,318.72	4,826.47
Chicago, St. Paul, Minneapolis & Omaha Railway Company	1,043.85	23,742.77	13,564.33	3,080.64
Dubuque & Sioux City Railway Company (Ill. Central)		17,510.19	7,880.34	
Duluth Belt Line				
Duluth & Iron Range Railroad Company	293,408.41	7,067.23	4,457.01	1,116.88
Duluth, Missabe & Northern Railway Company	199,616.73	11,808.03	10,769.02	886.83
Duluth & Northeastern Railroad Company				
Duluth & Northern Minnesota Railway Company				
Duluth, Rainy Lake & Winnipeg Railway Company				
Duluth, Winnipeg & Pacific Railway Company	37,241.97	2,007.35	1,470.60	192.28
Duluth, South Shore & Atlantic Railway Company		8,678.96		1,417.20
Duluth Terminal Railway Company				
Great Northern Railway Company	77,063.94	149,680.03	133,900.66	17,311.84
Green Bay & Western Railway Company				
Mason City & Ft. Dodge Railway Company				
Minneapolis Eastern Railway Company				
Minneapolis & Rainy River Railway Company				
Minneapolis, Esd Lake Manitoba Railway Company				
Minneapolis, St. Louis Railroad Company		12,119.24	5,921.22	1,007.29
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	49,399.83	49,379.91	33,653.60	2,372.06
Minneapolis Western Railway Company				
Minnesota, Dakota & Western Ry. Co.		379.37		39.73
Big Fork & International Falls Railway Company		3,398.73	451.81	368.36
Minnesota & International Railway Company				
Minnesota & North Wisconsin Railway Company				
Minnesota, Hill City & Wisconsin Railway Company				
Mississippi, Hill City & Western Railway Company				
Northern Pacific Railway Company	48,931.69	181.57	82,780.99	14,718.41
Rock Island Transfer & Terminal Ry. Co.		132,447.24		
St. Paul Bridge & Terminal Ry. Co.				
St. Paul Bridge Railway Company				
Wisconsin Central Railway Company				
Wisconsin, Minnesota & Pacific Railway Company				
	\$953,961.33	\$1,044,688.12	\$746,803.78	\$136,923.69

**TABLE XVI(a)—Continued.**  
**OPERATING EXPENSES—ENTIRE LINES—YEAR ENDING JUNE 30, 1912—FOR LARGE ROADS—MAINTENANCE OF WAY AND STRUCTURES.**

NAME OF ROAD	21 Other Expenses	22 Maintaining Joint Tracks, Yards and other Facilities Dr.	23 Maintaining Joint Tracks, Yards and other Facilities Cr.	Total Maintenance of Way and Structures
Minnesota & Manitoba Railway.....				\$3,224,929.82
Canadian Northern Ry.....	\$19.17	\$45,134.68	\$33,442.29	12,535,862.55
Chicago, Burlington & Quincy Railroad.....	437.04	470,429.50	238,320.41	1,688,800.23
Chicago Great Western Railroad.....	183.21	138,211.81	20,866.59	9,707,386.05
Chicago, Milwaukee & St. Paul Railway.....	124.10	468,239.25	118,422.62	11,501,186.43
Chicago & Northwestern Railway Company.....	3,370.64	136,653.21	124,085.98	9,509,079.40
Chicago, Rock Island & Pacific Railway.....	135.55	838,652.24	304,208.45	2,208,293.60
Chicago, St. Paul, Minneapolis & Omaha Railway.....	30.20	116,740.08	56,432.01	919,424.16
Dubuque & Sioux City (Illinois Central).....	843.60	14,309.21	39,085.02	
Duluth Belt Line.....				
Duluth & Iron Range Railroad Company.....	448.86	10,674.20	441.97	891,543.12
Duluth, Michigan & Northern Railway.....	455.00	8,270.55	10,064.59	967,088.59
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway.....				
Duluth, Rainy Lake & Winnipeg Railway.....		2,150.78		168,836.15
Duluth, Winnipeg & Pacific Railway Company.....	100.82	9,146.59	11,038.89	716,711.58
Duluth, South Shore & Atlantic Railway.....				
Duluth, Terminal Railway Company.....				
Great Northern Railway Company.....	15,382.11	275,028.92	179,455.91	12,321,241.20
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minnesota Eastern Railway Company.....				
Minneapolis & Rainy River Railway Company.....				
Minneapolis, Red Lake & Manitoba.....				
Minneapolis & St. Louis Railroad Company.....	109.78	67,051.00	41,710.62	1,249,820.72
Minneapolis, St. Paul & Sault Ste. Marie Railway.....	16,531.95	112,991.15	7,506.95	3,486,089.01
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....	143.30	6.45	2,778.56	20,883.41
Big Fork & International Falls Railway Company.....			949.79	165,153.03
Minnesota & North Wisconsin Railway.....		1,093.77		
Minnesota Transfer Railway Company.....				
Mississippi, Hill City & Western Railway.....	5.40	147.86		6,848.87
Northern Pacific Railway.....	16,875.25	282,001.47	509,227.34	10,188,053.94
Railway Transfer of Minneapolis.....				
St. Paul Bridge & Terminal Railway Company.....				
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway.....				
	\$55,157.64	\$2,990,932.72	\$1,608,037.90	\$81,477,231.86

\*Credit.

TABLE XVI(b).  
OPERATING EXPENSES—ENTIRE LINES FOR LARGE ROADS—YEAR ENDING JUNE 30, 1913.  
Maintenance of Equipment.

NAME OF ROAD	24 Superintendence	25 Steam Locomotives. Repairs.	26 Steam Locomotives. Renewals.	27 Steam Locomotives Depreciation	28 Electric Locomotives. Repairs.
Minnesota & Manitoba Railway Company.....	\$42,091.20	\$1,490,001.65			
Canadian Northern Railway Company.....	346,145.15	3,988,816.70	137,424.63	\$1,427,873.13	
Chicago, Burlington & Quincy Railroad Company.....	84,321.20	828,062.06	*1,389.49	31,320.91	
Chicago, Great Western Railway Company.....	247,557.23	5,082,533.77	37,638.65	264,387.43	
Chicago, Milwaukee & St. Paul Railway Company.....	335,106.49	4,208,754.70	37,638.79	441,813.56	
Chicago & Northwestern Railway Company.....	425,450.79	4,482,716.46	3,822.18	441,888.86	
Chicago, Rock Island & Pacific Railway Company.....	59,815.81	807,250.25	3,171.80	92,466.53	
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	31,210.85	531,718.53		47,192.97	
Dubuque, & Sioux City (Ill. Central).....					
Duluth Belt Line.....	18,922.49	224,085.17		37,370.16	
Duluth & Iron Range Railroad Company.....	16,322.22	224,385.62		65,565.12	
Duluth, Missabe & Northern Railway Company.....					
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....	4,860.56	61,037.48		6,771.72	
Duluth, Winnipeg & Pacific Railway Company.....	12,351.00	111,913.12	893.51	18,539.85	
Duluth, South Shore & Atlantic Railway Company.....					
Duluth Terminal Railway Company.....					
Great Northern Railway Company.....	190,667.89	3,281,030.29	*5,071.50	\$31,002.08	\$5,651.35
Green Bay & Western Railway Company.....					
Mason City & Ft. Dodge Railway Company.....					
Minneapolis & Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	35,233.65	524,617.34	16,895.80	26,973.76	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	87,645.42	1,214,331.24	984.43	172,784.51	
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Ry. Co.....		4,001.67		326.26	
Big Fork & International Falls Railway Company.....	70.65	40,282.77		9,870.06	
Minnesota & International Falls Railway Company.....	3,460.90				
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi, Hill City & Western Railway Company.....		1,867.20	956.76		
Northern Pacific Railway Company.....	222,752.02	2,855,658.85	195,892.12	383,436.65	
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Ry. Co.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$2,163,985.52	\$29,965,365.27	\$388,857.68	\$3,902,191.76	\$5,651.35

\*Credit.

TABLE XVI(b)—Continued.  
OPERATING EXPENSES—ENTIRE LINES FOR LARGE ROADS—YEAR ENDING JUNE 30, 1913.—Continued  
Maintenance of Equipment—Continued.

NAME OF ROAD.	29 Electric Locomotives Renewals	30 Electric Locomotives Depreciation	31 Passenger Train cars Repairs	32 Passenger Train cars Renewals	33 Passenger Train cars Depreciation
Minnesota & Manitoba Railway Company.....			\$467,294.36		\$502,743.86
Canadian Northern Railway Company.....			719,428.07	\$11,290.38	10,030.33
Chicago, Burlington & Quincy Railroad Company.....			186,958.04	*1,901.79	87,928.90
Chicago Great Western Railroad Company.....			785,853.69	*5,722.21	198,106.43
Chicago, Milwaukee & St. Paul Railway Company.....			873,476.77	16,859.00	18,227.53
Chicago & Northwestern Railway Company.....			757,298.15	40,556.92	33,118.23
Chicago, Rock Island & Pacific Railway Company.....			230,077.70	440.65	13,190.86
Dubuque, St. Paul, Minneapolis & Omaha Railway Company.....			92,629.22	690.90	
Dubuque & Sioux City Railway Company (Ill. Central)					
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....			22,896.68	2,420.98	3,207.49
Duluth, Missabe & Northern Railway Company.....			39,223.92	3,564.00	8,166.92
Duluth, Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....			6,166.28		2,096.88
Duluth, Winnipeg & Pacific Railway Company.....			40,794.01		7,040.29
Duluth, South Shore & Atlantic Railway Company.....					
Duluth, Terminal Railway Company.....			643,428.33	4,818.65	174,707.69
Great Northern Railway Company.....		\$16,115.62			
Green Bay & Western Railway Company.....					
Mason City & Ft. Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....			77,305.70	7,093.72	7,880.98
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....			333,300.92	* 1.00	47,682.99
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Ry. Co.					
Big Fork & International Falls Railway Company.....			1,761.69		645.00
Minnesota & International Railway Company.....			6,322.80		3,242.32
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....			356.26		215.64
Railway Transfer of Minneapolis.....			591,428.73	2,983.07	94,803.56
St. Paul Bridge & Terminal Ry. Co.					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway.....					
		\$16,115.62	\$5,846,001.32	\$83,029.27	\$1,213,033.30

\*Credit

## RAILROAD AND WAREHOUSE COMMISSION

TABLE XVI(b)—Continued.  
OPERATING EXPENSES—ENTIRE LINES FOR LARGE ROADS—YEAR ENDING JUNE 30, 1913—Continued.  
Maintenance of Equipment—Continued.

NAME OF RAILROAD	34 Freight Train Cars Repairs	35 Freight Train Cars Renewals	36 Freight Train Cars Depreciation	37 Electric Equipment of cars Repairs	38 Electric Equipment of cars Renewals	39 Electric Equipment of cars Depreciation
Minnesota & Manitoba Railway Company.....	\$928,696.42					
Canadian Northern Railway Company.....	3,537,198.47	\$1,697,567.85	\$2,950,108.47		\$7,008.85	\$1,620.00
Chicago, Burlington & Quincy Railroad Company.....	5,474,598.69	16,718.01	59,128.56			
Chicago Great Western Railroad Company.....	5,044,638.02	2,442.51	491,771.20			
Chicago, Milwaukee & St. Paul Railway Company.....	3,056,474.07	232,297.14	837,350.79			
Chicago & Northwestern Railway Company.....	3,183,947.11	108,367.66	73,422.96			
Chicago, Rock Island & Pacific Railway Company.....	3,493,946.23	17,538.29	160,439.20			
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	542,230.23	15,787.23	102,505.94			
Dubuque & Sioux City Railway Co. (Ill. Central).....						
Duluth Belt Line.....	163,827.81	4,344.00	175,036.87			
Duluth & Iron Range Railroad Company.....	318,336.76	*14,313.04	273,640.62			
Duluth, Missabe & Northern Railway Company.....						
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway.....						
Duluth, Winnipeg & Pacific Railway Company.....	71,301.81	*874.95	14,002.32			
Duluth, South Shore & Atlantic Railway Company.....	135,038.36	299.85	54,803.96			
Duluth Terminal Railway Company.....						
Great Northern Railway Company.....	2,504,409.86	38,285.02	1,125,521.58			
Green Bay & Western Railway Company.....						
Mason City & Ft. Dodge Railway Company.....						
Minneapolis & Eastern Railway Company.....						
Minneapolis & Red Lake Railway Company.....						
Minneapolis & St. Louis Railway Company.....						
Minneapolis & St. Paul & Sault Ste. Marie Railway Co.....	373,394.47	28,217.74	48,899.68			
Minneapolis Western Railway Company.....	1,482,816.67	42,697.92	399,953.22			
Minneapolis, Dakota & Western Ry. Co.....						
Big Fork & International Falls Railway Company.....	2,470.05					
Minnesota & North Western Railway Company.....	25,475.42		20,268.87			
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....		186.78				
Northern Pacific Railway Company.....	114.93		441.56			
Northern Transfer of Minneapolis.....	3,075,195.10	49,284.76	652,175.08			
St. Paul Bridge & Terminal Ry. Co.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						

TABLE XVI(c).  
OPERATING EXPENSES—ENTIRE LINES—FOR LARGE ROADS—YEAR ENDING JUNE 30, 1913.  
Maintenance of Equipment.

NAME OF ROAD	40 Floating Equipment Repairs	41 Floating Equipment Renewals	42 Floating Equipment Depreciation	43 Work Equipment Repairs	44 Work Equipment Renewals
Minnesota & Manitoba Railway Company.....					
Canadian Northern Railway Company.....				\$44,302.60	\$87,369.00
Chicago, Burlington & Quincy Railroad Company.....	\$7,136.30			253,088.26	630.28
Chicago Great Western Railroad Company.....				254,982.28	11,030.58
Chicago, Milwaukee & St. Paul Railway Company.....				254,986.76	10,735.62
Chicago & Northwestern Railway Company.....				92,817.11	13,008.95
Chicago, Rock Island & Pacific Railway Company.....	2,206.66		\$14.04	72,389.41	407.82
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....				28,132.93	1,161.97
Dubuque & Sioux City Railway Company (Ill. Central).....				10,195.56	
Duluth Belt Line.....					
Duluth, Minn. Range Railroad Company.....					
Duluth, Missabe & Northern Railway Company.....				5,444.87	27.48
Duluth & Northeastern Railroad Company.....				9,242.23	
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Duluth, Winnipeg & Pacific Railway Company.....					
Duluth, South Shore & Atlantic Railway Company.....				4,102.96	49.29
Duluth, Terminal Railway Company.....				14,713.54	
Great Northern Railway Company.....	2,330.19		2,094.84	239,962.17	1,966.78
Green Bay & Western Railway Company.....					
Mason City & West Des Moines Railway Company.....					
Minneapolis & Red Lake River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....				15,007.54	321.70
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....				65,519.46	229.95
Minneapolis, Western Railway Company.....					
Minnesota, Dakota & Western Ry. Co.....				* 8.04	
Big Fork & International Falls Railway Company.....				5,295.42	
Minnesota & International Falls Railway Company.....					
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi, Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....			2,044.26	105,694.89	3,695.00
Railway Transfer of Minneapolis.....				47.43	
St. Paul Bridge & Terminal Ry. Co.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$11,673.05		\$4,153.14	\$1,306.80	\$130,714.39

\*Credit.

## RAILROAD AND WAREHOUSE COMMISSION

TABLE XVI(c)—Continued.  
 OPERATING EXPENSES—ENTIRE LINES—FOR LARGE ROADS—YEAR ENDING JUNE 30, 1913.—Continued.  
 Maintenance of Equipment.—Continued.

NAME OF ROAD	45 Work Equipment Depreciation	46 Shop Machinery and Tools	47 Power Plant Equip- ment	48 Injuries to Persons	49 Stationery and Printing
<b>Minnesota &amp; Manitoba Railway Company.</b>					
Canadian Northern Railway Company.		\$132,778.92		\$13,700.07	\$7,326.11
Chicago, Burlington & Quincy Railroad Company.	\$262,723.95	45,714.85		25,924.95	15,823.79
Chicago & Great Western Railroad Company.	6,073.88	54,413.96		13,758.31	6,438.49
Chicago, Milwaukee & St. Paul Railway Company.	13,537.70	222,058.98		95,080.31	17,804.73
Chicago & Northwestern Railway Company.	20,422.65	229,503.27		47,586.25	25,836.22
Chicago, Rock Island & Pacific Railway Company.	7,611.15	281,054.23		144,177.20	17,972.27
Chicago, St. Paul, Minneapolis & Omaha Railway Company.	5,108.65	29,827.33		16,076.51	4,517.19
Dubuque & Sioux City Railway Company (Ill. Central).	2,070.35	37,806.34		6,946.28	2,230.24
Duluth Belt Line.					
Duluth & Iron Range Railroad Company.	2,726.46	10,675.66		6,871.28	1,834.02
Duluth, Missabe & Northern Railway Company.	4,145.70	19,339.46		8,915.17	1,835.47
Duluth & Northeastern Railroad Company.					
Duluth & Northern Minnesota Railway Company.					
Duluth, Rainy Lake & Winnipeg Railway Company.		1,761.25			623.37
Duluth, Winnipeg & Pacific Railway Company.	75.00	10,210.90		373.60	1,366.14
Duluth, South Shore & Atlantic Railway Company.	2,813.21				
Duluth, Terminal Railway Company.					
Great Northern Railway Company.	47,261.76	161,160.90	\$7,013.80	6,188.07	9,885.42
Green Bay & Western Railway Company.					
Iron City & Ft. Dodge Railway Company.					
Minneapolis Eastern Railway Company.					
Minneapolis & Red River Railway Company.					
Minneapolis, Red Lake & Manitoba Railway Company.					
Minneapolis & St. Louis Railroad Company.	2,904.45	27,151.06		8,640.51	2,025.95
Minneapolis St. Paul Sault Ste. Marie Railway Company.	13,332.10	80,304.39		16,751.03	7,301.01
Minneapolis Western Railway Company.					
Minnesota, Dakota & Western Ry. Co.					
Big Fork & International Falls Railway Company.		1.10			21.57
Minnesota & International Railway Company.	1,582.70	955.37		100.00	56.55
Minnesota & North Wisconsin Railway Company.					
Minnesota Transfer Railway Company.					
Mississippi, Hill City & Western Railway Company.					
Northern Pacific Railway Company.	79.44	354.73	55.53	25.88	7.50
Northern Transfer of Minneapolis.	23,747.96	122,053.52		47,728.62	9,300.75
St. Paul Bridge & Terminal Ry. Co.					
Winona Bridge Railway Company.					
Wisconsin Central Railway Company.					
Wisconsin, Minnesota & Dakota Ry. Co.					

TABLE XVI(c)—Continued.  
 OPERATING EXPENSES—ENTIRE LINES—FOR LARGE ROADS—YEAR ENDING JUNE 30, 1913—Continued  
 Maintenance of Equipment.—Continued.

NAME OF ROAD	50 Other Expenses	51 Maintaining Joint equipment at Terminals Dr.	52 Maintaining Joint equipment at Terminals Cr.	Total Maintenance of Equipment
Minnesota & Manitoba Railway Company				\$3,133.97 2.69
Canadian Northern Railway Company	\$1.80	\$9,585.00	\$1,745.53	16,133,215.36
Chicago, Burlington & Quincy Railroad Company	389.20	37,437.26	1,597.36	2,067,288.12
Chicago Great Western Railroad Company	504.14	2,852.51	363.45	12,641,964.18
Chicago, Milwaukee & St. Paul Railway Company		39,294.06	2,346.00	11,568,496.09
Chicago & North Western Railway Company	4,569.74	4,658.86	4,523.40	9,715,721.84
Chicago, Rock Island & Pacific Railway Company	2,637.27	62,472.07	3,219.27	1,188,946.06
Chicago, St. Paul, Minneapolis & Omaha Railway Company	81.59	11,897.13	5,488.08	1,439,709.53
Dubuque & Sioux City Railway Company (Ill. Central)	1,156.54	1,933.50	3.68	
Duluth Belt Line				
Duluth & Iron Range Railroad Company		419.70		676,920.12
Duluth, Missabe & Northern Railway Company		665.21		979,656.18
Duluth & Northeastern Railroad Company	20.80			
Duluth & Northern Minnesota Railway Company				
Duluth, Rainy Lake & Winnipeg Railway Company		47.30		171,971.98
Duluth, Winnipeg & Pacific Railway Company		643.26		411,863.89
Duluth, South Shore & Atlantic Railway Company				
Duluth Terminal Railway Company				
Great Northern Railway Company	14,715.33	25,721.77	7,551.15	9,361,316.64
Green Bay & Western Railway Company				
Mason City & Ft. Dodge Railway Company				
Minneapolis Eastern Railway Company				
Minneapolis & Rainy River Railway Company				
Minneapolis, Red Lake & Manitoba Railway Company				
Minneapolis & St. Louis Railroad Company	104.54	5,276.72	1,019.31	1,208,865.00
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	823.35	12,518.23		3,978,975.84
Minneapolis Western Railway Company				
Minnesota, Dakota & Western Ry. Co.				
Big Fork & International Falls Railway Company				
Minnesota & International Railway Company				
Minnesota & North Wisconsin Railway Company				
Minnesota Transfer Railway Company				
Mississippi, Hill City & Western Railway Company				
Northern Pacific Railway Company				
Railway Transfer of Minneapolis				
St. Paul Bridge & Terminal Ry. Co.	2,728.10	44,910.87	12,904.17	8,532,671.74
Winona Bridge Railway Company				
Wisconsin Central Railway Company				
Wisconsin, Minnesota & Pacific Railway Company				
	\$27,732.40	\$259,383.54	\$40,761.40	\$44,345,028.33



TABLE XVI(d).  
OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TRAFFIC EXPENSES

NAME OF ROAD	53 Superintendence	54 Outside Agencies	55 Advertising	56 Traffic Associations	57 Fast Freight Lines
Minnesota & Manitoba Railway Company	\$99,423.42	\$152,061.92	\$96,134.60	\$5,173.76	.....
Canadian Northern Railway Company	386,297.95	710,535.38	294,841.91	39,471.13	.....
Chicago, Burlington & Quincy Railroad Company	102,409.08	365,795.76	46,856.30	10,033.58	.....
Chicago Great Western Railroad Company	348,537.33	825,013.23	270,613.56	26,112.63	.....
Chicago, Milwaukee & St. Paul Railway Company	299,014.59	607,024.59	275,327.53	22,440.74	.....
Chicago & Northwestern Railway Company	446,513.16	891,049.03	305,377.31	36,573.40	.....
Chicago, Rock Island & Pacific Railway Company	89,385.22	173,621.16	43,647.99	3,775.21	.....
Chicago, St. Paul, Minneapolis & Omaha Railway Company	43,105.00	73,223.57	18,462.45	4,070.55	.....
Dubuque & Sioux City Railway Company (Ill. Central)	.....	.....	.....	.....	\$18.47
Duluth & Iron Range Railroad Company	2,334.89	4,605.27	3,726.72	.....	.....
Duluth, Missabe & Northern Railway Company	9,182.53	9,526.22	3,711.43	124.69	.....
Duluth & Northeastern Railroad Company	.....	.....	.....	.....	.....
Duluth & Northern Minnesota Railway Company	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Company	5,082.67	2,434.82	812.23	.....	.....
Duluth, Twinning & Pacific Railway Company	32,774.38	47,857.60	5,877.30	237.90	721.57
Duluth, South Shore & Atlantic Railway Company	.....	.....	.....	.....	.....
Duluth Terminal Railway Company	.....	.....	.....	.....	.....
Duluth, Northern Railway Company	174,251.40	504,381.50	303,278.30	14,753.46	.....
Great Northern Railway Company	.....	.....	.....	.....	.....
Green Bay & Western Railway Company	.....	.....	.....	.....	.....
Mason City & Ft. Dodge Railway Company	.....	.....	.....	.....	.....
Minneapolis & Eastern Railway Company	.....	.....	.....	.....	.....
Minneapolis & Rainy River Railway Company	.....	.....	.....	.....	.....
Minneapolis, Red Lake & Maitland Railway Company	.....	.....	.....	.....	.....
Minneapolis & St. Louis Railroad Company	44,879.23	140,577.12	6,048.92	822.66	.....
Minneapolis & St. Paul & Sault Ste. Marie Railway Company	120,179.28	319,057.36	94,747.34	8,767.39	6,412.32
Minneapolis, Western Railway Company	.....	.....	.....	.....	.....
Minnesota, Dakota & Western Railway Company	414.90	.....	15.02	203.92	.....
Minnesota & International Falls Railway Company	4,272.48	.....	248.83	.....	.....
Minnesota Transfer Railway Company	.....	.....	.....	.....	.....
Mississippi, Hill City & Western Railway Company	.....	.....	.....	.....	.....
Northern Pacific Railway Company	218,914.47	575,613.05	191.58	14,273.98	.....
Railway Transfer of Minneapolis	.....	.....	270,490.96	.....	.....
St. Paul Bridge & Terminal Railway Company	.....	.....	.....	.....	.....
Winona Bridge Railway Company	.....	.....	.....	.....	.....
Wisconsin Central Railway Company	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company	.....	.....	.....	.....	.....
	\$2,426,972.07	\$5,402,377.58	\$2,041,012.28	\$186,835.00	\$7,152.36

TABLE XVI (d)—Continued.  
OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TRAFFIC EXPENSES—Continued

NAME OF ROAD	58 Industrial and Immigration Bureaus	59 Stationery and Printing	60 Other Expenses	Total Traffic Expenses
Minnesota & Manitoba Railway Company.....				\$427,951.40
Canadian Northern Railway Company.....	\$42,062.55	\$33,075.15	\$20.00	1,586,802.81
Chicago, Burlington & Quincy Railroad Company.....	8,978.75	143,440.94	3,227.75	565,648.87
Chicago Great Western Railroad Company.....		40,552.15		1,610,263.21
Chicago, Milwaukee & St. Paul Railway Company.....	43,468.30	95,977.52	540.64	1,348,982.37
Chicago & Northwestern Railway Company.....	15,035.69	130,139.23		1,874,978.72
Chicago, Rock Island & Pacific Railway Company.....	45,564.83	148,098.80	1,802.19	348,515.14
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....		37,905.48	180.08	163,340.67
Dubuque & Sioux City Railway Company (Ill. Central).....	3,829.35	20,506.77	124.51	
Duluth Belt Line.....				
Duluth & Iron Range Railroad Company.....		826.83	107.50	11,601.21
Duluth, Missabe & Northern Railroad Company.....		2,458.17	4.36	25,007.40
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....		1,277.78		9,607.50
Duluth, Winnipeg & Pacific Railway Company.....	20,383.42	11,789.76		119,641.93
Duluth, South Shore & Atlantic Railway Company.....				
Duluth Terminal Railway Company.....				
Great Northern Railway Company.....	162,165.76	82,610.74	1,111.96	1,242,553.12
Green Bay & Western Railway Company.....				
Mason City & Ft. Dodge Railway Company.....				
Minneapolis Eastern Railway Company.....				
Minneapolis & Rainy River Railway Company.....				
Minneapolis, Red Lake & Manitoba Railway Company.....				
Minneapolis & St. Louis Railroad Company.....	2,207.83	20,330.81	330.30	215,796.87
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	44,087.24	52,580.28	618.25	647,055.46
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....				
Big Fork & International Falls Railway Company.....	27.25	147.92		605.18
Minnesota & International Falls Railway Company.....	854.58	963.91		6,543.72
Minnesota & North Wisconsin Railway Company.....				
Minnesota Transfer Railway Company.....				
Mississippi, Hill City & Western Railway Company.....				
Northern Pacific Railway Company.....				
Northern Transfer of Minneapolis.....	142,121.83	78,362.33	10,024.19	1,309,800.81
St. Paul Bridge & Terminal Railway Company.....				
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$531,387.38	\$901,123.06	\$18,091.73	\$11,514,551.46

OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINE—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	TABLE XVI(c).				
	61	62	63	64	65
	Superintendence	Dispatching Trains	Station Employees	Weighing and Car Service Associations	Coal and Ore Docks
<b>Minnesota &amp; Manitoba Railway Company</b> .....	\$233,598.80	\$86,828.69	\$1,260,492.85	\$4,830.02	
Canadian Northern Railway Company.....	690,981.61	522,857.84	4,076,721.01	95,475.10	
Chicago, Burlington & Quincy Railroad Company.....	119,985.50	56,844.78	722,088.95	17,169.08	
Chicago Great Western Railroad.....	227,639.45	362,099.66	3,784,122.20	114,862.09	42,387.94
Chicago, Milwaukee & St. Paul Railway Company.....	447,391.08	249,888.16	4,318,750.59	96,636.55	151,468.09
Chicago & Northwestern Railway Company.....	699,489.41	276,770.26	3,187,840.53	93,233.82	
Chicago, Rock Island & Pacific Railway Company.....	84,326.21	75,048.79	827,897.15	37,994.10	
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	60,112.46	27,710.05	358,906.80	9,339.05	
Dubuque & Sioux City Railway Company (Ill. Central).....					
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....	25,947.42	21,925.75	87,950.17	2,690.64	282,096.62
Duluth, Missabe & Northern Railway Company.....	31,786.74	26,664.51	100,962.97	588.29	283,582.82
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....	7,462.96	14,981.92	20,126.65	120.20	
Duluth, Winnipeg & Pacific Railway Company.....	21,276.00	17,833.21	161,644.52	1,776.58	33,719.49
Duluth, South Shore & Atlantic Railway.....					
Duluth, Terminal Railway Company.....					
Great Northern Railway Company.....	502,351.04	247,051.97	2,288,951.76	46,153.73	86,779.27
Green Bay & Western Railway Company.....					
Mason City & Ft. Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	72,965.44	42,747.40	361,660.35	8,759.88	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	180,725.19	126,120.25	1,273,144.59	30,043.79	40,403.76
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....					
Big Fork & International Falls Railway Company.....	837.60	638.23	9,493.22	206.95	
Minnesota & International Falls Railway Company.....	6,640.63	7,136.02	31,230.66	408.35	
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....	437,906.03	594,502.54	1,853.50	133.69	214.60
Railway Transfer of Minneapolis.....			2,871,438.99	80,603.89	
St. Paul Bridge & Terminal Railway Company.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
<b>Wisconsin</b> .....	\$3,851,492.60	\$2,687,653.03	\$25,745,280.46	\$641,026.03	\$922,652.59

TABLE XVII(e)—Continued.  
 OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINE—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES—Cont.

NAME OF ROAD	66 Station Supplies and Expenses	67 Yardmasters and their Clerks	68 Yard Conductors and Brakemen	69 Yard Switch and Signal Tenders	70 Yard Supplies and Expenses
Minnesota & Manitoba Railway Company.....	\$101,529.38	\$103,631.40	\$328,894.87	\$9,054.98	\$5,962.99
Canadian Northern Railway.....	255,037.53	480,600.89	1,686,153.48	111,473.36	26,717.36
Chicago, Burlington & Quincy Railroad Company.....	40,900.98	75,077.22	237,382.43	6,067.74	3,099.24
Chicago Great Western Railroad.....	284,587.73	265,640.85	2,096,821.42	144,855.96	15,809.52
Chicago, Milwaukee & St. Paul Railway Company.....	366,958.62	418,455.56	1,649,481.63	87,573.02	37,234.93
Chicago & Northwestern Railway Company.....	237,441.20	390,089.92	1,246,187.44	67,767.83	22,850.90
Chicago, Rock Island & Pacific Railway Company.....	64,176.55	57,003.26	352,948.00	6,529.58	3,158.35
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	38,077.37	27,488.15	113,167.55	3,705.72	2,062.13
Dubuque & Sioux City Railway Company (Ill. Central).....					
Duluth Belt Line.....	16,967.37	22,091.76	97,014.37	11,079.53	1,286.96
Duluth & Iron Range Railroad Company.....	14,028.03	18,061.05	76,055.03	16,484.29	2,284.41
Duluth, Missabe & Northern Railway Company.....					
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Duluth, Winnipeg & Pacific Railway Company.....	3,572.75	5,955.29	39,276.71		281.66
Duluth, South Shore & Atlantic Railway Company.....	11,980.51	4,669.45	54,034.55	4,818.15	1,246.50
Duluth, Terminal Railway Company.....					
Great Northern Railway Company.....	192,554.33	204,468.30	777,764.17	49,147.96	8,172.98
Green Bay & Western Railway Company.....					
Mason City & Ft. Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis & Red Lake Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	22,969.51	33,570.98	143,600.03	4,226.30	1,292.77
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	109,856.56	79,101.01	438,434.43	15,007.92	3,161.24
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....					
Big Fork & International Falls Railway Company.....	682.35				
Minnesota & International Falls Railway Company.....	2,304.71	1,867.50	8,885.25	205.85	19.83
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi, Hill City & Western Railway Company.....	145.04				
Northern Pacific Railway Company.....	228,164.01	303,922.35	1,018,668.80	92,376.48	11,460.58
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Railway Company.....					
Wisconsin Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$2,011,934.53	\$2,551,703.94	\$10,365,249.65	\$630,374.57	\$146,102.35

TABLE XVI(c)—Continued.  
**OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINE—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES—Cont.**

NAME OF ROAD	71 Yard Enginemn	72 Enginehouse Expenses Yard	73 Fuel for Yard Locomotives	74 Water for Yard Locomotives	75 Lubricants for Yard Locomotives
Minnesota & Manitoba Railway Company.....	\$241,226.56	\$56,040.40	\$208,847.15	\$20,023.82	\$6,924.57
Canadian Northern Railway Company.....	984,692.95	327,351.85	931,767.92	84,262.40	12,565.34
Chicago, Burlington & Quincy Railroad Company.....	148,112.87	72,607.17	217,695.12	10,546.62	3,256.30
Chicago, Great Western Railway Company.....	1,240,314.41	382,808.26	919,645.60	72,809.30	24,507.88
Chicago, Milwaukee & St. Paul Railway Company.....	1,056,329.44	413,969.40	1,393,119.95	73,924.42	22,519.17
Chicago & Northwestern Railway Company.....	753,410.93	265,859.01	940,207.17	34,277.46	14,962.07
Chicago, Rock Island & Pacific Railway Company.....	194,676.12	65,509.32	302,566.57	10,695.63	5,217.56
Dubuque, St. Paul, Minneapolis & Omaha Railway Company.....	55,997.08	33,488.62	46,987.06	4,316.63	1,667.35
Dubuque & Sioux City Railway Company (Ill. Central).....					
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....	67,551.59	17,617.33	63,289.91	1,687.88	1,067.68
Duluth, Missabe & Northern Railway Company.....	51,293.62	12,088.46	60,229.94	4,698.83	918.29
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....	27,980.32	5,277.02	27,844.90	1,034.61	660.01
Duluth, Winnipeg & Pacific Railway Company.....	31,899.46	14,477.15	25,419.22	1,184.75	406.26
Duluth, South Shore & Atlantic Railway Company.....					
Duluth, Terminal Railway Company.....					
Great Northern Railway Company.....	496,300.38	166,412.78	741,991.98	23,112.97	10,918.18
Green Bay & Western Railway Company.....					
Mason City & Ft. Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	83,272.32	32,804.48	102,286.80	4,618.74	2,046.67
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	279,086.77	80,899.79	319,319.42	10,705.88	5,958.09
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....					
Big Fork & International Falls Railway Company.....	348.84	191.62	732.92	108.99	10.68
Minnesota & International Falls Railway Company.....	6,175.46	3,075.45	6,728.01	653.29	73.39
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi, Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....	623,805.11	215,095.54	980,787.53	28,638.00	7,785.16
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Railway Company.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$6,342,473.75	\$2,165,673.65	\$7,370,147.17	\$887,300.31	\$121,314.65

TABLE XVI(O).  
OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	76 Other Supplies for Yard Locomotives	77 Operating Joint Yards and Terminals Dr.	78 Operating Joint Yards and Terminals Cr.	79 Motormen	80 Road Enginemen
<b>Minnesota &amp; Manitoba Railway Company.</b>					
Canadian Northern Railway Company.	\$4,626.00	\$345,524.54	\$25,063.90		\$1,136,557.11
Chicago, Burlington & Quincy Railroad Company.	21,464.95	738,940.76	101,718.34	\$2,708.88	3,510,802.63
Chicago, Great Western Railroad.	2,509.59	129,808.42	36,253.21		598,745.85
Chicago, Milwaukee & St. Paul Railway.	26,714.47	651,795.00	143,808.74		3,720,768.68
Chicago & Northwestern Railway Company.	14,941.53	346,093.24	165,899.83		3,828,433.07
Chicago, Rock Island & Pacific Railway Company.	7,963.14	448,354.43	154,921.64		3,300,348.46
Chicago, St. Paul, Minneapolis & Omaha Railway Company.	4,554.00	252,037.71	262,208.35		844,898.87
Dubuque & Sioux City (Ill. Central).	1,324.13	29,037.27	666.56		365,662.84
Duluth Belt Line.					
Duluth & Iron Range Railroad Company.	839.54	4,987.24			175,325.15
Duluth, Missabe & Northern Railway Company.	1,230.02	41,276.18	2.73		177,773.13
Duluth & Northeastern Railroad Company.					
Duluth & Northern Minnesota Railway Company.					
Duluth, Rainy Lake & Winnipeg Railway Company.	652.09				64,256.46
Duluth, Winnipeg & Pacific Railway Company.	611.30	28,234.48	12,381.91		194,414.81
Duluth, South Shore & Atlantic Railway Company.					
Duluth Terminal Railway Company.					
Great Northern Railway Company.	13,425.92	399,317.37	220,251.77	18,035.28	2,670,159.78
Green Bay & Western Railway Company.					
Minson City & Ft. Dodge Railway Company.					
Minneapolis & Eastern Railway Company.					
Minneapolis & Red River Railway Company.					
Minneapolis, Red Lake & Manitoba Railway Company.					
Minneapolis & St. Louis Railroad Company.	1,872.74	97,823.15	23,573.90		500,000.90
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.	7,067.22	270,239.80	15,429.16		1,228,741.18
Minneapolis Western Railway Company.					
Minnesota, Dakota & Western Railway Company.					
Big Fork & International Falls Railway Company.	11.58				4,398.35
Minnesota & International Falls Railway Company.	80.40				43,146.02
Minnesota & North Wisconsin Railway Company.					
Minnesota Transfer Railway Company.					
Mississippi, Hill City & Western Railway Company.					
Northern Pacific Railway Company.					2,095.55
Railway Transfer of Minneapolis.	10,195.51	440,691.87	354,633.16		2,762,415.93
St. Paul Bridge & Terminal Railway Company.					
Winona Bridge Railway Company.					
Wisconsin-Central Railway Company.					
Wisconsin, Minnesota & Pacific Railway Company.					
	\$120,484.22	\$4,224,791.46	\$1,517,413.20	\$20,744.16	\$25,128,883.77

## RAILROAD AND WAREHOUSE COMMISSION

TABLE XVI(C)—Continued.  
OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	81 Engineers Expenses Road	82 Fuel for Road Locomotives	83 Water for Road Locomotives	84 Lubricants for Road Locomotives	85 Other Supplies for Road Locomotives
Minnesota & Manitoba Railway Company	\$546,863.79	\$2,533,741.54	\$190,104.18	\$64,368.05	\$43,406.87
Canadian Northern Railway Company	935,387.14	5,927,441.71	300,229.90	89,800.00	92,042.66
Chicago, Burlington & Quincy Railroad Company	167,849.44	1,258,887.66	63,800.52	16,798.75	16,171.25
Chicago Great Western Railroad	1,295,070.53	7,046,265.50	338,406.56	131,817.77	155,800.72
Chicago, Milwaukee & St. Paul Railway Company	1,238,709.72	6,846,920.27	374,806.80	123,944.55	97,778.11
Chicago & Northwestern Railway Company	945,856.80	6,211,722.48	332,721.11	103,804.16	93,730.69
Chicago, Rock Island & Pacific Railway Company	216,671.74	1,723,865.48	69,646.17	18,484.15	18,597.32
Chicago, St. Paul, Minneapolis & Omaha Railway Company	119,626.72	475,460.38	32,118.54	7,614.55	9,794.75
Dubuque & Sioux City Railway Company (Ill. Central)					
Duluth Belt Line	40,727.82	327,324.90	16,993.90	3,097.86	2,804.63
Duluth & Iron Range Railroad Company	45,855.99	344,043.98	25,565.06	5,104.78	7,280.77
Duluth, Missabe & Northern Railway Company					
Duluth & Northern Railroad Company					
Duluth & Northern Minnesota Railway Company					
Duluth, Rainy Lake & Winnipeg Railway Company	13,942.78	135,921.95	7,240.63	2,688.42	2,954.22
Duluth, Winnipeg & Pacific Railway Company	47,964.18	370,318.40	16,325.23	3,782.70	5,344.72
Duluth, South Shore & Atlantic Railway Company					
Duluth Terminal Railway Company					
Great Northern Railway Company	599,636.93	5,689,159.31	227,902.18	77,419.11	83,930.07
Green Bay & Western Railway Company					
Mason City & Ft. Dodge Railway Company					
Minneapolis Eastern Railway Company					
Minneapolis & Rainy River Railway Company					
Minneapolis, Red Lake & Manitoba Railway Company					
Minneapolis & St. Louis Railroad Company	138,720.76	940,355.25	52,903.70	13,367.15	14,103.16
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	371,988.13	2,408,624.83	105,049.93	39,634.07	51,071.19
Minneapolis Western Railway Company					
Minnesota, Dakota & Western Railway Company	1,912.50	8,645.18	887.24	105.92	118.11
Big Fork & International Falls Railway Company	9,093.68	91,330.03	3,623.27	966.33	073.73
Minnesota & International Falls Railway Company					
Minnesota & North Wisconsin Railway Company					
Minnesota Transfer Railway Company	1,231.67	3,604.36	159.00	67.70	43.99
Mississippi, Hill City & Western Railway Company	649,631.56	6,275,231.03	215,063.48	61,274.05	49,199.74
Northern Pacific Railway Company					
Railway Transfer of Minneapolis					
St. Paul Bridge & Terminal Railway Company					
Winona Bridge Railway Company					
Wisconsin Central Railway Company					

TABLE XVI(C)—Continued.  
OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	86 Operating Power Plants	87 Purchased Power	88 Road Tramway	89 Train Supplies and Expenses	90 Interlocks and Block and Other Signals Operations
Minnesota & Manitoba Railway Company.....				\$398,181.04	\$39,620.39
Canadian Northern Railway Company.....			\$1,152,998.24	1,398,691.88	107,201.89
Chicago, Burlington & Quincy Railroad Company.....		\$9,354.32	3,446,269.55	241,777.76	46,917.09
Chicago Great Western Railroad.....			583,129.72	1,078,761.96	136,571.64
Chicago, Milwaukee & St. Paul Railway Company.....			3,927,232.50	1,151,352.46	368,373.58
Chicago & Northwestern Railway Company.....			4,257,670.46	1,251,707.07	132,946.10
Chicago, Rock Island & Pacific Railway Company.....			3,370,928.18	293,764.89	16,738.11
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....			897,878.20	150,060.11	17,429.60
Dubuque & Sioux City Railway Company (Ill. Central)			378,926.33		
Duluth Belt Line.....				26,299.98	2,428.54
Duluth & Iron Range Railroad Company.....			199,193.72	39,515.48	8,643.21
Duluth, Missabe & Northern Railway Company.....			211,876.08		
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....			65,326.24	9,142.86	6,092.68
Duluth, Winnipeg & Pacific Railway Company.....			223,086.55	37,564.44	1,281.02
Duluth, South Shore & Atlantic Railway.....					
Duluth, Terminal Railway Company.....			2,768,446.48	988,492.06	106,146.28
Great Northern Railway Company.....	\$10,851.88				
Mason City & Western Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....			483,999.78	172,976.65	4,884.08
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....			1,338,689.58	381,437.79	29,054.66
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....			5,199.93	1,384.58	
Big Fork & International Falls Railway Company.....			45,470.77	5,769.14	2,140.43
Minnesota & International Falls Railway Company.....					
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi, Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....			1,866.70	62.05	
Railway Transfer of Minneapolis.....			2,914,117.96	987,167.38	61,321.37
St. Paul Bridge & Terminal Railway Company.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$10,851.88	\$9,354.32	\$26,273,607.16	\$8,614,109.58	\$1,083,260.67



TABLE XVI(S).  
OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	91 Crossing Flagsmen and Gatemen	92 Drawbridge Operation	93 Clearing Wrecks	94 Telephone Opera- tion	95 Operating Float- ing Equipment
<b>Minnesota &amp; Manitoba Railway Company</b> .....					
Canadian Northern Railway Company.....	\$7,163.07	\$1,077.40	\$117,262.79		
Chicago, Burlington & Quincy Railroad Company.....	124,054.48	9,760.17	108,207.73	\$324,635.41	23,826.15
Chicago Great Western Railroad.....	22,611.64	1,321.06	31,309.92	35,149.41	
Chicago, Milwaukee & St. Paul Railway Company.....	196,790.92	27,748.37	166,697.00	49,836.38	
Chicago & Northwestern Railway Company.....	307,722.71	25,406.36	182,167.81	60,662.67	
Chicago, Rock Island & Pacific Railway Company.....	139,049.60	9,781.19	149,696.45	177,160.28	4,649.52
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	17,216.99	5,473.33	30,019.75	34,756.92	
Dubuque & Sioux City Railway Company (Ill. Central).....	11,152.21	2,180.05	15,069.86	11,670.05	
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....	4,868.56		5,052.11	14,620.95	
Duluth, Missabe & Northern Railway Company.....	3,215.39		2,538.29	787.72	
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....		774.42	4,108.69	467.52	
Duluth, Winnipeg & Pacific Railway Company.....	1,207.12		3,218.52	189.33	
Duluth, South Shore & Atlantic Railway Company.....	8,681.65				
Duluth, Terminal Railway Company.....					
Great Northern Railway Company.....	24,702.65	8,240.51	100,529.22	220,634.46	27,696.40
Green Bay & Western Railway Company.....					
Mason City & Ft. Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	8,822.05	1,832.56	27,945.13	8,077.33	130.70
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	26,304.60	5,117.97	38,436.29	36,264.27	
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....					
Big Fork & International Falls Railway Company.....					
Minnesota & International Falls Railway Company.....					
Minnesota & North Wisconsin Railway Company.....	59.00		181.23	280.84	
Minnesota Transfer Railway Company.....			1,433.74	1,640.04	
Mississippi, Hill City & Western Railway Company.....		166.45			
Northern Pacific Railway Company.....					
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Railway Company.....	71,744.32	34,949.20	129,071.85	155,240.37	1,441.28
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$976,866.96	\$133,829.13	\$1,113,115.31	\$1,132,073.95	\$57,744.05

TABLE XVI(g)—Continued.  
 OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	96 Express Service	97 Stationery and Printing	98 Other Expenses	99 Loss and Damage Freight	100 Loss and Damage Baggage
Minnesota & Manitoba Railway Company.....		\$86,242.67	\$6,880.94	\$145,136.05	\$515.66
Canadian Northern Railway.....		194,913.01	32,079.26	1,356,659.29	6,330.87
Chicago, Great Western, Railroad Company.....		37,855.88	10,698.20	266,033.18	941.36
Chicago, Milwaukee & St. Paul Railway Company.....		163,264.30	25,348.34	1,624,219.68	5,452.28
Chicago & Northwestern Railway Company.....		189,959.74	78,190.50	1,091,126.53	6,864.37
Chicago, Rock Island & Pacific Railway Company.....		174,786.48	87,480.52	1,078,491.85	16,412.78
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....		67,080.50	4,097.77	138,641.04	2,266.84
Dubuque & Sioux City Railway Company (Ill. Central).....		24,477.76	5,852.39	155,853.36	318.70
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....		9,572.21	298.30	3,146.86	114.46
Duluth, Missabe & Northern Railway Company.....		11,031.04	823.48	4,943.91	13.25
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....		6,906.36	211.23	1,670.97	45.00
Duluth, Winnipeg & Pacific Railway Company.....		13,547.70	1,294.50	7,681.71	80.27
Duluth, South Shore & Atlantic Railway Company.....					
Duluth Terminal Railway Company.....		100,830.24	142,094.82	579,779.45	6,356.39
Great Northern Railway Company.....					
Green Bay & Western Railway Company.....					
Mason City & Ft. Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Co.....					
Minneapolis & St. Louis Railroad Company.....		21,426.83	7,245.40	146,868.19	1,588.74
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....		79,131.63	17,467.75	290,618.88	1,354.92
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....		556.95	48.00	365.94	
Big Fork & International Falls Ry. Co.....		1,798.58	184.94	2,230.32	7.58
Minnesota & International Railway Company.....					
Minnesota & North Wisconsin Railway Company.....					
Mississippi, Hill City & Western Ry. Co.....	\$115.65	347.50	1.20	27.68	
Northern Pacific Railway Company.....		115,377.57	38,888.06	645,110.24	7,541.41
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Railway Company.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$115.65	\$1,299,107.04	\$459,195.00	\$7,538,608.13	\$56,204.88

TABLE XVI(g)—Continued.  
 OPERATING EXPENSES—FOR LARGE ROADS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	101 Damage to Property	102 Damage to Structure Right of Way	103 Injuries to Persons	104 Operating Joint-Tracks and Facilities Dr.	105 Operating Joint-Tracks and Facilities Cr.	Total Transportation Expenses
<b>Minnesota &amp; Manitoba Railway Company</b>						
Canadian Northern Railway Company	\$77,980.64	\$12,936.37	\$58,077.37		\$9,392.48	\$9,692,154.81
Chicago, Burlington & Quincy Railroad Company	194,226.45	75,125.71	713,280.73		108,210.04	29,997,717.32
Chicago, Great Western Railroad	22,591.95	24,008.19	218,925.47	\$156,651.54	29,997,717.32	5,524,433.62
Chicago, Milwaukee & St. Paul Railway Company	119,404.58	44,824.16	867,568.40	53,167.34	21,163.62	32,241,257.68
Chicago & Northwestern Railway Company	66,684.02	39,591.42	894,849.50	149,411.92	107,779.46	32,241,257.68
Chicago, Rock Island & Pacific Railway Company	131,646.43	185,067.77	946,095.29	63,837.89	52,699.41	27,559,336.49
Chicago, St. Paul, Minneapolis & Omaha Railway Company	42,068.12	10,100.61	180,022.34	345,023.49	201,754.09	6,746,791.54
Dubuque & Sioux City Railway Company	14,187.35	15,422.43	91,716.45	59,294.70	29,355.97	2,698,071.98
Duluth Belt Line				8,155.33	27,678.64	
Duluth & Iron Range Railroad Company	10,672.05	1,911.01	26,855.02	614.43	568.96	1,597,448.26
Duluth, Missabe & Northern Railway Company	2,743.02	1,332.60	40,123.07	636.83	1,397.86	1,676,712.97
Duluth & Northeastern Railroad Company						
Duluth & Northern Minnesota Railway Company						
Duluth, Rainy Lake & Winnipeg Railway Company	266.12	1,145.65	1,039.47	2,463.98		483,089.86
Duluth, Winnipeg & Pacific Railway Company	1,936.44	1,263.76	20,688.28	2,315.56	5,249.25	1,358,578.91
Duluth, South Shore & Atlantic Railway Company						
Duluth Terminal Railway Company						
Great Northern Railway Company	190,371.96	90,653.37	596,940.15	82,081.73	32,476.17	21,473,237.86
Green Bay & Western Railway Company						
Masson City & Ft. Dodge Railway Company						
Minneapolis Eastern Railway Company						
Minneapolis & Rainy River Railway Company						
Minneapolis, Red Lake & Manitoba Railway Company						
Minneapolis & St. Louis Railroad Company	33,130.66	16,362.60	155,818.17	54,452.60	15,043.60	3,784,632.54
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	42,420.66	22,669.24	291,703.06	43,535.57	6,807.74	10,096,355.11
Minneapolis Western Railway Company						
Minnesota, Dakota & Western Railway Company		355.20	607.23	1.80	774.48	38,015.90
Big Fork & International Falls Railway Company		1,033.99	3,315.50	6,846.98	1,126.87	295,852.48
Minnesota & International Falls Railway Company						
Minnesota & North Wisconsin Railway Company						
Minnesota Transfer Railway Company						
Mississippi, Hill City & Western Railway Company						
Northern Pacific Railway Company	60.00	117,261.94	138.20	878.00		13,311.55
Railway Transfer of Minneapolis	103,739.90		623,063.40	188,593.65	159,487.78	23,569,379.23
St. Paul Bridge & Terminal Railway Company						
Winona Bridge Railway Company						
Wisconsin-Central Railway Company						
Wisconsin, Minnesota & Pacific Railway Company						
<b>Total</b>	<b>\$1,054,600.51</b>	<b>\$661,566.11</b>	<b>\$5,730,827.16</b>	<b>\$1,217,995.34</b>	<b>\$780,966.42</b>	<b>\$210,502,484.08</b>

TABLE XVI(b).  
OPERATING EXPENSES. ENTIRE LINES. FOR LARGE ROADS. YEAR ENDING JUNE 30, 1913. GENERAL EXPENSES

NAME OF ROAD	106 Salaries and Expenses of General Officers	107 Salaries and Expenses of Clerks and Attendants	108 General Office Supplies and Expenses	109 Law Expenses	110 Insurance	111 Relief Department Expenses
Minnesota & Manitoba Railway Company.....	\$57,532.26	\$211,484.10	\$24,033.23	\$57,988.45	\$204,988.75	\$89,972.69
Canadian Northern Railway Company.....	267,702.80	1,087,933.97	109,544.82	283,228.84	403,105.36	
Chicago, Burlington & Quincy Railroad Company.....	65,026.19	204,082.42	16,277.10	56,904.26	23,324.08	
Chicago, Milwaukee & St. Paul Railway Company.....	241,020.16	553,413.59	57,978.47	188,160.01	52,678.93	
Chicago & Northwestern Railway Company.....	248,420.51	599,532.92	106,524.78	173,336.01	24,776.82	
Chicago, Rock Island & Pacific Railway Company.....	174,541.30	694,604.41	60,415.06	264,464.87	231,513.36	
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	97,941.46	147,783.94	23,239.16	41,031.30	21,217.01	
Dubuque & Sioux City (Illinois Central).....	14,786.11	86,044.92	8,033.03	21,182.67	7,865.70	
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....	22,963.37	31,587.93	11,278.53	23,716.29	25,846.34	
Duluth, Missabe & Northern Railway Company.....	34,766.16	27,556.59	11,624.25	16,225.79	32,595.05	
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Winnipeg & Pacific Railway Company.....	4,683.53	7,120.28	2,460.99	2,134.19	22,248.44	
Duluth, South Shore & Atlantic Railway Company.....	25,217.08	36,798.14	3,764.65	33,032.49	6,699.91	
Duluth, Terminal Railway Company.....						
Great Northern Railway Company.....	209,473.75	432,364.64	33,190.06	350,261.08	281,167.63	
Green Bay & Western Railway Company.....						
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....						
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company.....						
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	56,336.50	87,494.84	11,778.37	46,630.55	23,646.68	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	171,804.28	219,207.79	22,904.45	78,772.51	95,266.40	
Minneapolis Western Railway Company.....						
Minnesota, Dakota & Western Railway Company.....						
Big Fork & International Falls Railway Company.....	563.73	1,797.45	163.74		311.74	
Minnesota & International Falls Railway Company.....	9,360.87	14,061.88	897.86	186.39	1,572.67	
Minnesota & North Wisconsin Railway.....						
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....	2,606.34		45.24		290.46	
Northern Pacific Railway Company.....	177,020.74	486,723.63	30,001.56	181,595.42	4,964.37	
Railway Transfer of Minneapolis.....						
St. Paul Bridge & Terminal Railway Company.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway.....						
	\$1,881,767.14	\$4,929,593.44	\$534,155.35	\$1,819,045.45	\$1,464,070.70	\$89,972.69

TABLE XVI(b)—Continued.  
OPERATING EXPENSES, ENTIRE LINES, FOR LARGE ROADS, YEAR ENDING JUNE 30, 1913. GENERAL EXPENSES

NAME OF ROAD	112 Pensions	113 Stationery and Printing	114 Other Expenses	115 General Administration Joint Tracks Yards and Terminals Dr.	116 General Administration Joint Tracks Yards and Terminals Cr.	Total General Expenses
<b>Minnesota &amp; Manitoba Railway Company</b> .....						\$672,493.47
Canadian Northern Railway Company.....		\$28,459.14	\$81,587.08	\$5,343.76	\$1,923.90	2,599,232.99
Chicago, Burlington & Quincy Railroad Company..		78,097.65	251,655.84	20,655.89	2,604.87	413,971.24
Chicago Great Western Railroad Company.....		17,695.91	11,659.90	19,001.38		1,263,904.18
Chicago, Milwaukee & St. Paul Railway Company..		60,181.32	85,229.76	25,390.08	148.14	1,592,857.65
Chicago & Northwestern Railway Company.....	\$235,412.02	86,071.22	115,501.78	3,281.99		1,677,461.10
Chicago, Rock Island & Pacific Railway Company..	54,762.24	85,091.78	82,289.69	32,844.46	3,066.07	394,914.94
Chicago, St. Paul, Minneapolis & Omaha Railway Company	32,026.14	18,325.83	8,430.78	5,044.24	124.92	170,227.10
Dubuque & Sioux City (Illinois Central)	16,071.96	10,005.29	5,191.86	1,045.56		
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....	30.88	4,341.88	23,724.07	106.19		143,585.48
Duluth, Missabe & Northern Railway Company..		4,223.13	27,731.02	171.16		154,893.15
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway Company..						
Duluth, Rainy Lake & Winnipeg Railway Company..		810.42	1,130.07			40,587.92
Duluth, Winnipeg & Pacific Railway Company.....	720.00	6,104.32	4,749.81	607.45		117,693.85
Duluth, South Shore & Atlantic Railway Company..						
Duluth, Terminal Railway Company.....						
Great Northern Railway Company.....	915.00	43,329.60	68,747.05	13,204.47	2,452.02	1,430,291.26
Green Bay & Western Railway Company.....						
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....						
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company						
Minneapolis & St. Louis Railroad Company.....		11,763.74	8,052.91	1,729.97	80.83	248,272.73
Minneapolis, St. Paul & Sault Ste. Marie Railway Company		38,427.02	44,908.95	2,362.76	4.63	682,781.91
Minneapolis Western Railway Company.....	9,132.38					
Minnesota, Dakota & Western Railway Company..		160.64	16.26	.85		
Big Fork & International Falls Railway Company..		1,237.85				
Minnesota & International Falls Railway Company..						
Minnesota & North Wisconsin Railway Company..						
Minnesota Transfer Railway Company.....						
Mississippi Hill City & Western Railway Company					374.18	2,640.23
Northern Pacific Railway Company.....		74.62	20.00			27,317.32
Railway Transfer Terminal Minneapolis.....						
St. Paul Bridge Terminal Railway Company.....	53,255.75	132,257.71		21,033.46	13,460.23	3,230.99
Wisconsin Central Railway Company.....						1,073,392.43
Wisconsin, Minnesota & Pacific Railway Company..						
<b>Total</b> .....	<b>\$349,070.62</b>	<b>\$547,676.91</b>	<b>\$953,785.14</b>	<b>\$154,913.29</b>	<b>\$24,239.79</b>	<b>\$12,099,819.94</b>

TABLE XVI (D).  
RECAPITULATION OF OPERATING EXPENSES—ENTIRE LINES FOR LARGE ROADS—YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Maintenance of Way and Structure	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Total Operating Expenses	Ratio of Operating Expenses to Operating Revenues Per Cent
Minnesota & Manitoba Railway Company	\$3,224,920.82	\$3,133,932.69	\$427,951.40	\$9,692,154.81	\$672,493.47	\$17,151,462.19	70.65
Canadian Northern Railway Company	12,535,862.55	10,133,215.36	1,586,802.81	29,997,711.32	2,589,292.99	62,842,891.03	66.59
Chicago, Burlington & Quincy Railroad Company	1,688,800.23	2,067,268.12	563,648.87	5,524,433.62	413,971.24	10,260,142.08	73.28
Chicago, Great Western & St. Paul Railway Company	9,707,380.05	12,641,964.18	1,610,263.21	31,676,103.88	1,263,904.18	56,899,623.50	68.90
Chicago & Northwestern Railway Company	11,501,180.43	11,568,496.09	1,348,982.37	32,241,257.68	1,592,837.65	58,252,780.22	70.15
Chicago, Rock Island & Pacific Railway Company	9,509,079.40	9,715,721.84	1,874,978.72	27,530,336.49	1,677,461.10	50,316,577.55	74.03
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	2,208,293.60	2,188,946.06	348,515.14	6,746,791.54	394,914.94	11,887,461.28	69.95
Dubuque & Sioux City (Ill. Central) Railway Co.	919,424.16	1,439,709.83	163,340.67	2,698,071.98	170,227.10	5,390,773.74	77.31
Duluth & Iron Range Railroad Company	891,543.12	679,920.12	11,601.21	1,597,448.36	143,595.48	3,324,108.19	46.68
Duluth, Missabe & Northern Railway Company	967,088.59	979,656.18	25,007.40	1,676,712.97	154,893.15	3,803,358.29	44.87
Duluth & Northeastern Railroad Company							
Duluth & Northern Minnesota Railway Company							
Duluth, Rainy Lake & Winnipeg Railway Company							
Duluth, Winnipeg & Pacific Railway Company	168,836.15	171,971.98	9,607.50	483,089.86	40,537.92	874,093.41	65.26
Duluth, South Shore & Atlantic Railway Company	716,711.58	411,863.89	119,641.93	1,358,578.91	117,693.85	2,724,490.16	79.83
Duluth Terminal Railway Company							
Great Northern Railway Company	12,321,241.20	9,361,316.64	1,242,553.12	21,473,237.86	1,430,291.26	45,828,640.08	58.27
Green Bay & Western Railway Company							
Mason City & Ft. Dodge Railway Company							
Minneapolis Eastern Railway Company							
Minneapolis & Rainy River Railway Company							
Minneapolis, Red Lake & Manitoba Railway Company							
Minneapolis & St. Louis Railroad Company	1,249,820.72	1,208,865.00	215,796.87	3,784,632.54	248,272.73	6,707,387.86	69.10
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	3,486,089.01	3,978,975.84	647,055.46	10,096,355.11	682,781.91	18,891,257.33	59.47
Minneapolis Western Railway Company							
Minnesota, Dakota & Western Railway Company	20,883.41	9,289.95	605.18	38,015.99	2,640.23	71,434.76	54.31
Big Fork & International Falls Railway Company	165,153.03	116,913.18	6,543.72	295,852.48	27,317.32	611,779.73	65.93
Minnesota & International Falls Railway Company							
Minnesota & North Wisconsin Railway Company							
Minnesota, Transfer Railway Company							
Mississippi, Hill City & Western Railway Company	6,848.87	4,909.64			3,230.99	28,556.12	103.50
Northern Pacific Railway Company	10,188,053.94	8,532,671.74	1,309,800.81	23,560,379.23	1,073,392.43	44,673,298.15	61.47
Railway Transfer of Minneapolis			255.07	13,311.55			
St. Paul Bridge & Terminal Railway Company							
Winona Bridge Railway Company							
Wisconsin Central Railway Company							
Wisconsin, Minnesota & Pacific Railway Company	\$81,477,231.86	\$84,345,628.33	\$11,514,951.46	\$210,502,484.08	\$12,090,819.94	\$400,540,115.67	

TABLE XVI (J)  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF WAY AND STRUCTURES

NAME OF ROAD	1 Superintendence	2 Ballast	3 Ties	4 Rail
Minnesota & Manitoba Railway Company.....	\$778.88		\$6,017.86	\$19.15
Canadian Northern Railway Company.....	4,841.12		7,376.72	8,418.45
Chicago, Burlington & Quincy Railroad Company.....	28,043.10	\$1,097.31	38,243.56	8,886.82
Chicago Great Western Railroad Company.....	57,446.04	4,216.11	143,868.48	81,177.26
Chicago, Milwaukee & St. Paul Railway Company.....	28,331.26	7,764.34	11,943.86	36,061.36
Chicago & Northwestern Railway Company.....	11,347.57	11,347.57	24,376.01	32,531.16
Chicago, Rock Island & Pacific Railway Company.....	33,701.38	709.73	88,947.87	58,538.80
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	24,287.46	9,390.61	6,828.07	3,737.11
Dubuque & Sioux City (Illinois Central) Railway Company.....	1,097.94	1,323.28		
Duluth Belt Line.....				
Duluth & Iron Range Railroad Company.....	22,201.26	11,920.44	70,769.42	27,080.97
Duluth, Missabe & Northern Railway Company.....	30,334.79	15,475.63	77,249.05	30,820.80
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....				
Duluth, Wainy Lake & Winnipeg Railway Company.....	5,398.13	19,837.48	16,641.61	10,632.81
Duluth, Winnipeg & Pacific Railway Company.....				
Duluth, South Shore & Atlantic Railway Company.....				
Duluth Terminal Railway Company.....				
Great Northern Railway Company.....	166,116.32	40,126.96	467,399.34	223,416.38
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minneapolis & Eastern Railway Company.....				
Minneapolis & Western Railway Company.....				
Minneapolis, Red Lake & Manitoba Railway Company.....				
Minneapolis, St. Louis & Railroad Company.....	17,571.95	2,310.87	66,712.97	27,273.40
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	25,337.82	43,642.14	125,042.11	24,253.37
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....				
Big Fork & International Falls Railway Company.....	1,086.19	455.97	5,838.27	96.84
Minnesota & International Falls Railway Company.....	8,850.42	4,324.21	32,678.75	20,011.95
Minnesota & North Wisconsin Railway Company.....				
Minnesota Transfer Railway Company.....				
Mississippi, Hill City & Western Railway Company.....				
Northern Pacific Railway Company.....	78,527.99	6,945.51	326,731.83	180,536.80
Railway Transfer of Minneapolis.....				
St. Paul Bridge & Terminal Railway Company.....				
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$513,954.23	\$180,904.30	\$1,584,767.87	\$741,817.43

TABLE XVI(G)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF WAY AND STRUCTURES

NAME OF ROAD	5 Other Track Material	6 Roadway and Track	7 Removal of Snow, Sand and Ice	8 Tunnels
Minnesota & Manitoba Railway Company.....	\$758.50	\$19,023.20	\$924.05	.....
Canadian Northern Railway Company.....	11,478.60	28,488.87	3,953.52	.....
Chicago, Burlington & Quincy Railroad Company.....	13,576.66	143,612.23	22,836.90	\$135.73
Chicago, Great Western Railroad Company.....	50,716.04	297,736.14	22,598.26	.....
Chicago, Milwaukee & St. Paul Railway Company.....	30,812.26	278,682.14	1,279.10	358.82
Chicago & Northwestern Railway Company.....	2,603.92	55,466.73	3,779.69	.....
Chicago, Rock Island & Pacific Railway Company.....	2,603.92	55,466.73	3,779.69	.....
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	2,603.92	55,466.73	3,779.69	.....
Dubuque & Sioux City (Illinois Central) Railroad Company.....	3,453.23	203,322.13	9,036.82	224.63
Dubuque Belt Line.....	.....	10,359.54	168.54	.....
Duluth & Iron Range Railroad Company.....	33,098.11	225,000.90	18,131.42	.....
Duluth, Mesabi & Northern Railway Company.....	31,826.24	366,556.74	28,817.73	.....
Duluth & Northern Minnesota Railway Company.....	.....	.....	.....	.....
Duluth & Northern Pacific Railway Company.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Company.....	.....	.....	.....	.....
Duluth, Wabasha & Pacific Railway Company.....	6,598.35	82,177.33	6,322.65	.....
Duluth, South Shore & Atlantic Railway Company.....	.....	.....	.....	.....
Duluth Terminal Railway Company.....	.....	.....	.....	.....
Great Northern Railway Company.....	217,691.14	1,673,045.60	50,370.84	.....
Green Bay & Western Railway Company.....	.....	.....	.....	.....
Mason City & Fort Dodge Railway Company.....	.....	.....	.....	.....
Minneapolis Eastern Railway Company.....	.....	.....	.....	.....
Minneapolis & Rainy River Railway Company.....	.....	.....	.....	.....
Minneapolis, Red Lake & Manitoba Railway Company.....	.....	.....	.....	.....
Minneapolis & St. Louis Railroad Company.....	13,526.78	129,124.40	5,601.29	.....
Minneapolis, St. Paul & South Ste. Marie Railway Company.....	35,879.70	562,065.70	21,551.88	2,290.73
Minneapolis Western Railway Company.....	.....	.....	.....	.....
Minnesota, Dakota & Western Railway Company.....	.....	.....	.....	.....
Big Fork & International Falls Railway Company.....	782.00	13,310.41	222.69	.....
Minnesota & International Falls Railway Company.....	5,862.75	75,577.23	1,942.95	.....
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....
Mississippi, Hill City & Western Railway Company.....	.....	.....	.....	.....
Northern Pacific Railway Company.....	.....	5,866.44	84.13	.....
Railway Transfer of Minneapolis.....	101,321.26	759,451.82	43,581.23	.....
St. Paul Bridge & Terminal Railway Company.....	.....	.....	.....	.....
Winona Bridge Railway Company.....	.....	.....	.....	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	.....	.....	.....	.....
	\$577,609.71	\$5,120,086.44	\$231,716.39	\$3,012.56



TABLE XVI(1)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—YEAR ENDING JUNE 30, 1913—STATE OF MINNESOTA—MAINTENANCE OF WAY AND STRUCTURES

NAME OF ROAD	9 Bridges Trestles and Culverts	10 Over and Under Grade Crossings	11 Grade Crossings, Fences, Cattle Guards and Signs	12 Snow and Sand Fences and Snowsheds
Minnesota & Manitoba Railway Company.....	\$3,855.96		\$368.11	
Canadian Northern Railway Company.....	1,744.72		357.71	
Chicago Burlington & Quincy Railroad Company.....	28,507.32	\$887.41	12,277.85	\$278.27
Chicago Great Western Railroad Company.....	123,885.36	352.39	31,834.04	4,011.85
Chicago Milwaukee & St. Paul Railway Company.....	50,080.96	4,939.09	13,848.56	270.64
Chicago & Northwestern Railway Company.....	10,780.44	328.39	3,876.95	1,657.04
Chicago, Rock Island & Pacific Railway Company.....	62,283.10	1,286.12	13,605.24	292.21
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	2,285.58	44.94	549.74	71.95
Dubuque & Sioux City (Illinois Central) Railroad Company.....				
Duluth Belt Line.....	36,706.24	1,314.42	12,744.23	4,056.64
Duluth & Iron Range Railroad Company.....	58,096.54	448.97	3,606.11	79.10
Duluth, Assabie & Northern Railway Company.....				
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....				
Duluth, South Shore & Atlantic Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....	4,298.60	203.06	2,071.96	
Duluth, Winnipeg & Pacific Railway Company.....				
Duluth Terminal Railway Company.....				
Great Northern Railway Company.....	139,018.23	89,510.56	32,034.51	6,756.17
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minneapolis & Northern Railway Company.....				
Minneapolis & Western Railway Company.....				
Minneapolis, Red Lake & Mille Lacs Railway Company.....				
Minneapolis & St. Louis Railroad Company.....	38,977.41	3,255.90	4,493.63	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	53,476.87	24.01	10,292.89	128.38
Minnesota Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....				
Big Fork & International Falls Railway Company.....	120.57		26.29	
Minnesota & International Falls Railway Company.....	3,942.82		792.14	
Minnesota & North Wisconsin Railway Company.....				
Minnesota Transfer Railway Company.....				
Mississippi, Hill City & Western Railway Company.....	155.39			
Northern Pacific Railway Company.....	69,850.69	11,020.96	27,854.70	2,363.87
Railway Transfer of Minneapolis.....				
St. Paul Bridge & Terminal Railway Company.....				
Winona Bridge & Terminal Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$684,056.80	\$113,614.22	\$170,824.16	\$19,965.92

TABLE XVI(c)  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF WAY AND STRUCTURES

NAME OF ROAD	13 Signal and Inter- locking Plants	14 Telegraph and Telephone Lines	15 Electric Power Transmission	16 Buildings, Fixtures and Grounds
Minnesota & Manitoba Railway Company.....				\$3,083.31
Canadian Northern Railway Company.....	\$ 80	\$53.25		7,705.48
Chicago, Burlington & Quincy Railroad Company.....	3,686.83	137.95		35,354.54
Chicago Great Western Railroad Company.....	7,435.45	5,893.59		146,889.31
Chicago, Milwaukee & St. Paul Railway Company.....	13,309.82	9,368.22		68,906.93
Chicago & Northwestern Railway Company.....	26,028.67	3,494.02		11,017.58
Chicago, Rock Island & Pacific Railway Company.....	1,500.70	3,441.72		65,278.86
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	5,623.51	5,297.31		1,180.95
Dubuque & Sioux City (Illinois Central) Railroad Company.....	66.15	88.71		
Duluth Belt Line.....				
Duluth & Iron Range Railroad Company.....	2,505.32	33,179.90		85,443.20
Duluth, Missabe & Northern Railway Company.....	8,357.43	9,739.62		83,839.23
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....				
Duluth, Winnipeg & Pacific Railway Company.....	510.36	2,075.43		7,397.97
Duluth, South Shore & Atlantic Railway Company.....		7.43		
Duluth Terminal Railway Company.....				
Great Northern Railway Company.....	22,265.84	19,895.93		465,373.06
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minneapolis Eastern Railway Company.....				
Minneapolis & Rainy River Railway Company.....				
Minneapolis, Red Lake & Manitoba Railway Company.....				
Minneapolis & St. Louis Railroad Company.....	347.95	2,539.74		37,904.63
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	5,776.82	18,415.37		67,796.40
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....				
Big Fork & International Falls Railway Company.....	.06	340.44		812.49
Minnesota & International Falls Railway Company.....	52.24	1,352.67		5,398.02
Minnesota & North Wisconsin.....				
Minnesota, Northern & Western Railway Company.....				
Mississippi, Huron City & Western Railway Company.....				
Northern Pacific Railway Company.....	29,067.21	60.84		257.74
Railway Transfer of Minneapolis.....		23,163.95		142,790.31
St. Paul Bridge & Terminal Railway Company.....				
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$126,536.16	\$138,551.18		\$1,236,530.01

TABLE XVI(k)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF WAY AND STRUCTURES

NAME OF ROAD	17 Docks and Wharves	18 Roadway Tools and Supplies	19 Injuries to Persons	20 Stationery and Printing
Minnesota & Manitoba Railway Company.....		\$532.62		\$145.39
Canadian Northern Railway Company.....		1,685.07	\$262.04	205.35
Chicago Burlington & Quincy Railroad Company.....		6,598.89	3,684.93	1,156.01
Chicago, Milwaukee & St. Paul Railway Company.....	\$2.66	13,916.71	24,527.67	2,410.15
Chicago & North Western Railway Company.....	12,596.10	8,196.01	4,366.20	1,412.07
Chicago, Rock Island & Pacific Railway Company.....		1,091.48	1,321.67	356.01
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	284.55	6,472.28	3,697.64	1,315.70
Dubuque & Sioux City (Illinois Central) Railroad Company.....		258.05	78.53	91.69
Duluth Belt Line Railway Company.....		7,067.23	4,457.01	1,116.88
Duluth & Iron Range Railroad Company.....	233,408.41	11,808.05	10,769.02	886.83
Duluth, Missabe & Northern Railway Company.....	199,616.73			
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....		2,007.35		192.28
Duluth, Winnipeg & Pacific Railway Company.....				
Duluth, South Shore & Atlantic Railway Company.....				
Duluth Terminal Railway Company.....				
Great Northern Railway Company.....	30.30	42,028.35	26,892.37	5,216.15
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minneapolis Eastern Railway Company.....				
Minneapolis & Rainy River Railway Company.....				
Minneapolis, Red Lake & Manitoba Railway Company.....		2,385.27	871.59	277.73
Minneapolis & St. Louis Railroad Company.....		15,619.15	7,231.97	648.16
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....				
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....		379.37		39.73
Big Fork & International Falls Railway Company.....		3,398.73	451.81	368.36
Minnesota & International Railway Company.....				
Minnesota & North Wisconsin Railway Company.....				
Minnesota Transfer Railway Company.....				
Mississippi, Hill City & Western Railway Company.....		181.57		
Northern Pacific Railway Company.....	1,859.70	21,221.50	17,622.79	2,331.76
Railway Transfer of Minneapolis.....				
St. Paul, Frdige & Terminal Railway Company.....				
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$507,798.45	\$144,849.68	\$106,835.24	\$18,170.25

TABLE XVI(2)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF WAY AND STRUCTURES

NAME OF ROAD	21 Other Expenses	22 Maintaining Joint Tracks, Yards and Other Facilities Dr.	23 Maintaining Joint Tracks, Yards and Other Facilities Cr.	Total Maintenance of Way and Structures
Minnesota & Manitoba Railway Company.....				\$36,464.98
Canadian Northern Railway Company.....		\$39,111.23		116,007.82
Chicago, Burlington & Quincy Railroad Company.....	\$39.34	29,674.08	\$2,513.18	362,585.40
Chicago Great Western Railroad Company.....	4.32	38,035.80	45,548.19	1,193,463.33
Chicago, Milwaukee & St. Paul Railway Company.....	107.32	8,007.88	7,271.44	673,969.52
Chicago & Northwestern Railway Company.....	1.49	38,823.35	4,761.93	174,861.16
Chicago, Rock Island & Pacific Railway Company.....	8.33	31,923.35	15,383.37	601,990.84
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	22.36	3,903.04	10.04	35,172.31
Dubuque & Sioux City (Illinois Central) Railroad Company.....				
Duluth Belt Line.....				
Duluth & Iron Range Railroad Company.....	448.66	10,874.20	441.97	891,543.12
Duluth, Missabe & Northern Railway Company.....	455.00	8,270.55	10,064.59	967,088.59
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....		2,150.78		168,836.15
Duluth, Winnipeg & Pacific Railway Company.....				7.43
Duluth, South Shore & Atlantic Railway Company.....				
Duluth Terminal Railway Company.....				
Great Northern Railway Company.....	2,096.68	98,700.95	149,393.02	3,638,593.66
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minneapolis Eastern Railway Company.....				
Minneapolis & Rainy River Railway Company.....				
Minneapolis, Red Lake & Manitoba Railway Company.....				
Minneapolis, St. Louis & Railroad Company.....	49.70	40,139.28	16,809.99	374,553.50
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	6,129.28	45,770.22	989.03	1,100,378.94
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....				
Big Fork & International Falls Railway Company.....	143.30	6.45	2,778.56	20,882.41
Minnesota & International Falls Railway Company.....		1,093.77	949.79	165,153.03
Minnesota & North Wisconsin Railway Company.....				
Minnesota Transfer Railway Company.....				
Mississippi, Hill City & Western Railway Company.....	5.40			
Northern Pacific Railway Company.....		147.86		6,848.87
Railway Transfer of Minneapolis.....				
St. Paul Bridge & Terminal Railway Company.....	4,209.51	55,861.21	117,030.85	1,789,283.77
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$13,817.94	\$451,593.90	\$378,426.01	\$12,317,675.83

\*Credit.

TABLE XVII  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF EQUIPMENT.

NAME OF ROAD	24 Superintendence	25 Steam Locomotives Repairs	26 Steam Locomotives Renewals	27 Steam Locomotives Depreciation	28 Electric Locomotives Repairs
Minnesota & Manitoba Railway Company.....					
Canadian Northern Railway Company.....	\$1,424.49	\$31,054.45			
Chicago, Burlington & Quincy Railroad Company.....	3,703.11	32,610.78	\$1,490.67	\$13,938.97	
Chicago Great Western Railroad Company.....	18,103.76	177,785.05	298.32	6,724.60	
Chicago, Milwaukee & St. Paul Railway Company.....	34,408.74	684,509.83	80.47	37,114.65	
Chicago & Northwestern Railway Company.....	19,637.24	246,633.03	2,205.63	25,890.27	
Chicago, Rock Island & Pacific Railway Company.....	9,218.93	100,171.10	20.47	1,010.67	
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	16,305.79	220,056.42	864.63	25,206.38	
Dubuque & Sioux City (Illinois Central) Railroad Company.....	1,138.23	25,512.58		1,520.49	
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....	18,922.49	224,085.17		37,379.16	
Duluth, Missabe & Northern Railway Company.....	16,322.22	224,385.62		65,565.12	
Duluth & Northern Minnesota Railroad Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Duluth, South Shore & Atlantic Railway Company.....	4,860.56	61,037.48		6,771.72	
Duluth, South Shore & Atlantic Railway Company.....	32.11	212.24	*.05	38.83	
Duluth Terminal Railway Company.....					
Duluth Terminal Railway Company.....					
Green Bay & Western Railway Company.....	57,388.03	902,450.28	*1,617.80	265,834.99	
Mason City & Fort Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis, St. Louis & Railroad Company.....	10,342.33	144,547.90		8,967.02	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	27,372.12	352,961.34	4,121.67	47,299.64	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....			21.12		
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....	70.65	4,001.67		326.26	
Big Fork & International Falls Railway Company.....		40,282.77		9,870.06	
Minnesota & International Falls Railway Company.....	3,460.90				
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi, Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....	49,474.86	1,867.20	45,748.79	956.76	
Northern Pacific Railway Company.....		585,091.36		84,618.04	
Northway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Railway Company.....					
St. Paul Bridge & Terminal Railway Company.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$292,186.50	\$4,059,256.27	\$52,637.28	\$639,033.63	

\*Credit.

TABLE XVI(0)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF EQUIPMENT

NAME OF ROAD	29 Electric Locomotives Renewals	30 Electric Locomotives Depreciation	31 Passenger Train Cars Repairs	32 Passenger Train Cars Renewals	33 Passenger Train Cars Depreciation
Minnesota & Manitoba Railway Company.....			\$8,486.20	\$570.87	\$734.35
Canadian Northern Railway Company.....			6,012.63	74.01	4,309.74
Chicago, Burlington & Quincy Railroad Company.....			33,695.89	408.31	2,153.51
Chicago Great Western Railroad Company.....			128,917.51	1,034.86	13,856.34
Chicago, Milwaukee & St. Paul Railway Company.....			51,183.74	987.93	11,609.04
Chicago & Northwestern Railway Company.....			17,748.06	967.88	437.35
Chicago, Rock Island & Pacific Railway Company.....			62,719.18	120.12	9,028.93
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....			2,134.90	19.77	439.75
Dubuque & Sioux City (Illinois Central) Railroad Company.....					
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....			22,806.68	2,420.98	3,207.49
Duluth, Missabe & Northern Railway Company.....			38,223.92	3,564.00	8,166.92
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....			6,166.28		2,096.88
Duluth, Rainy Lake & Pacific Railway Company.....			220.29		38.02
Duluth, South Shore & Atlantic Railway Company.....					
Duluth, Terminal Railway Company.....					
Duluth, Northern Railway Company.....			188,899.80	4,818.65	51,288.51
Green Bay & Western Railway Company.....					
Mason City & Fort Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis, St. Louis Railroad Company.....			29,525.51	3,340.76	3,624.69
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....			105,242.24	1.00	17,749.77
Minneapolis, Western Railway Company.....					
Minnesota Dakota & Western Railway Company.....			1,761.69		645.00
Big Fork & International Falls Railway Company.....			6,322.80		3,242.32
Minnesota & North Western Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi, Hill City & Western Railway Company.....			356.26		215.64
Northern Pacific Railway Company.....			118,408.25	507.32	19,110.18
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Railway Company.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
			\$830,310.63	\$15,948.12	\$151,963.73

\*Credit.

TABLE XVI(1)—Continued  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF EQUIPMENT

NAME OF ROAD	34 Freight Train Cars Repairs	35 Freight Train Cars Renewals	30 Freight Train Cars Depreciation	37 Electric Equipment of Cars Repairs	38 Electric Equipment of Cars Renewals	39 Electric Equipment of Cars Depreciation
Minnesota & Manitoba Railway Company.....	\$43,465.26					
Canadian Northern Railway Company.....	29,879.54	\$15,593.13	\$26,407.02			
Chicago, Burlington & Quincy Railroad Company.....	166,291.31	3,589.36	12,694.00			
Chicago Great Western Railroad Company.....	820,155.68	3,884.82	68,329.20			
Chicago, Milwaukee & St. Paul Railway Company.....	231,849.38	13,026.61	49,068.76			
Chicago & Northwestern Railway Company.....	68,296.13	2,276.30	1,545.13			
Chicago, Rock Island & Pacific Railway Company.....	189,175.19	4,778.21	43,735.72			
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	8,030.77	220.79	1,471.77			
Dubuque & Sioux City (Ill. Central) Railroad Company.....						
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....	163,827.81	4,344.00	175,036.87			
Duluth, Missabe & Northern Railway Company.....	318,336.76	*14,313.04	273,640.62			
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railroad Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Winnipeg & Pacific Railway.....	71,301.81	*874.95	14,002.32			
Duluth, South Shore & Atlantic Railway Company.....						
Duluth Terminal Railway Company.....						
Great Northern Railway Company.....	988,096.13	6,614.13	443,358.94			
Green Bay & Western Railway Company.....						
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....						
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company.....						
Minneapolis & St. Louis Railroad Company.....	122,123.28	11,232.92	17,314.82			
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	427,513.08	8,712.81	143,281.43			
Minneapolis Western Railway Company.....						
Minnesota, Dakota & Western Railway Company.....	2,470.05					
Big Fork & International Falls Railway Company.....	25,475.42		20,268.87			
Minnesota & International Falls Railway Company.....						
Minnesota & North Wisconsin Railway Company.....						
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....	114.93	186.78	441.56			
Northern Pacific Railway Company.....	724,149.42	12,317.78	152,256.47			
Railway Transfer of Minneapolis.....						
St. Paul Bridge & Terminal Railway Company.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....						
	\$4,400,521.95	\$71,589.05	\$1,442,854.49			

\*Credit.

TABLE XVI(m)  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF EQUIPMENT

NAME OF ROAD	40 Floating Equipment Repairs	41 Floating Equipment Renewals	42 Floating Equipment Depreciation	43 Work Equipment Repairs	44 Work Equipment Renewals
Minnesota & Manitoba Railway Company.....	.....	.....	.....	\$180.91	.....
Canadian Northern Railway Company.....	.....	.....	.....	1,836.91	.....
Chicago Burlington & Quincy Railroad Company.....	.....	.....	.....	5,363.82	\$499.17
Chicago Great Western Railroad Company.....	.....	.....	.....	38,605.78	139.62
Chicago, Milwaukee & St. Paul Railway Company.....	.....	.....	.....	5,439.09	1,388.78
Chicago & Northwestern Railway Company.....	.....	.....	.....	7,290.70	629.11
Chicago, Rock Island & Pacific Railway Company.....	.....	.....	.....	7,669.04	103.54
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	.....	.....	.....	677.00	111.17
Dubuque & Sioux City (Illinois Central) Railroad Company.....	.....	.....	.....	.....	36.20
Duluth & Itasca.....	.....	.....	.....	.....	.....
Duluth & Iron Range Railroad Company.....	.....	.....	.....	5,444.87	.....
Duluth, Missoula & Northern Railway Company.....	.....	.....	.....	9,242.23	27.48
Duluth & Northern Railroad Company.....	.....	.....	.....	.....	.....
Duluth & Northern Minnesota Railway Company.....	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Company.....	.....	.....	.....	4,102.96	.....
Duluth, Winnipeg & Pacific Railway Company.....	.....	.....	.....	.....	.....
Duluth, South Shore & Atlantic Railway Company.....	.....	.....	.....	.....	.....
Duluth Terminal Railway Company.....	.....	.....	.....	65,473.40	563.60
Great Northern Railway Company.....	.....	.....	.....	.....	.....
Great Northern Railway Company.....	.....	.....	.....	.....	.....
Green Bay & Western Railway Company.....	.....	.....	.....	.....	.....
Mason City & Fort Dodge Railway Company.....	.....	.....	.....	.....	.....
Minneapolis Eastern Railway Company.....	.....	.....	.....	.....	.....
Minneapolis & Rainy River Railway Company.....	.....	.....	.....	.....	.....
Minneapolis, Red Lake & Manitoba Railway Company.....	.....	.....	.....	.....	.....
Minneapolis, St. Louis Railroad Company.....	.....	.....	.....	1,820.98	32.38
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	.....	.....	.....	14,852.02	8.91
Minneapolis Western Railway Company.....	.....	.....	.....	.....	.....
Minnesota, Dakota & Western Railway Company.....	.....	.....	.....	8.04	.....
Big Fork & International Falls Railway Company.....	.....	.....	.....	5,295.42	.....
Minnesota & International Railway Company.....	.....	.....	.....	.....	.....
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....
Mississippi, Hill City & Western Railway Company.....	.....	.....	.....	47.43	.....
Northern Pacific Railway Company.....	.....	.....	.....	24,805.63	1,022.60
Railway Transfer of Minneapolis.....	.....	.....	.....	.....	.....
St. Paul Bridge & Terminal Railway Company.....	.....	.....	.....	.....	.....
Winona Bridge Railway Company.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	.....	.....	.....	.....	.....
				\$190,918.75	\$4,497.98

\*Credit.



TABLE XVI(m)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF EQUIPMENT

NAME OF ROAD	45 Work Equipment Depreciation	46 Shop Machinery and Tools	47 Power Plant Equipment	48 Injuries to Persons	49 Stationery and Printing
Minnesota & Manitoba Railway Company.....		\$4,632.37		\$534.30	\$285.71
Canadian Northern Railway Company.....		2,521.29		309.93	139.82
Chicago, Burlington & Quincy Railroad Company.....	\$1,800.83	11,682.08		2,953.91	9,425.28
Chicago Great Western Railroad Company.....	1,304.06	16,234.02		16,234.02	2,438.52
Chicago, Milwaukee & St. Paul Railway Company.....	1,907.47	34,303.40		2,789.14	1,514.00
Chicago & Northwestern Railway Company.....	1,723.17	13,449.00		3,194.62	395.33
Chicago, Rock Island & Pacific Railway Company.....	92.44	6,173.80		4,382.54	1,231.39
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,392.62	8,160.92		323.67	90.00
Dubuque & Sioux City (Illinois Central) Railroad Company.....	67.45	2,186.33			
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....	2,726.46	10,675.06		6,871.28	1,634.02
Duluth, Missabe & Northern Railway Company.....	4,145.70	19,939.46		8,915.17	1,835.47
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Duluth, Winnipeg & Pacific Railway Company.....	75.00	1,761.25			623.37
Duluth, South Shore & Atlantic Railway Company.....		18.38			2.46
Duluth, Terminal Railway Company.....					
Great Northern Railway Company.....	14,637.55	50,707.75		13,218.11	3,025.41
Green Bay & Western Railway Company.....					
Mason City & Fort Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	437.26	7,935.96		2,291.04	870.60
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	4,994.18	27,263.78		4,054.85	2,042.26
Minneapolis, Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....		1.10			21.57
Big Fork & International Falls Railway Company.....		955.37		100.00	56.55
Minnesota & International Falls Railway Company.....	1,582.70				
Minnesota & North Wisconsin Railway Company.....					
Minnesota & Wisconsin Railway Company.....					
Mississippi, Hill City & Western Railway Company.....			55.53		
Northern Pacific Railway Company.....					
Railway Transit & Terminal Company.....	79.44	554.73		25.88	7.50
St. Paul Bridge & Terminal Railway Company.....	4,682.90	23,211.46		6,409.46	1,962.23
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$41,650.23	\$226,151.69	\$55.43	\$72,607.92	\$19,001.49

TABLE XVI(m)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—MAINTENANCE OF EQUIPMENT

NAME OF ROAD	50 Other Expenses	51 Maintaining Joint Equipment at Terminals Dt.	52 Maintaining Joint Equipment at Terminals Cr.	Total Maintenance of Equipment
Minnesota & Manitoba Railway Company.....				\$91,368.91
Canadian Northern Railway Company.....				161,764.22
Chicago, Burlington & Quincy Railroad Company.....	\$2.56	\$20,634.11		433,846.76
Chicago, Great Western Railroad Company.....	108.24	612.43	\$78.05	1,894,876.37
Chicago, Milwaukee & St. Paul Railway Company.....		9,685.93		677,913.87
Chicago & Northwestern Railway Company.....	267.70	273.01	265.07	212,984.58
Chicago, Rock Island & Pacific Railway Company.....	60.69	1,807.48	214.64	596,706.70
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	22.24	3,243.16	1,406.05	44,828.56
Dubuque & Sioux City (Illinois Central) Railroad Company.....	11.85	280.71		
Duluth Belt Line.....				
Duluth & Iron Range Railroad Company.....		419.70		679,920.12
Duluth, Missabe & Northern Railway Company.....	20.80	665.21		979,656.18
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....				
Duluth, Winnipeg & Pacific Railway Company.....		47.30		171,971.98
Duluth, South Shore & Atlantic Railway Company.....				562.28
Duluth Terminal Railway Company.....				
Great Northern Railway Company.....		10,462.35	3,290.90	3,066,450.05
Green Bay & Western Railway Company.....	4,551.03			
Mason City & Fort Dodge Railway Company.....				
Minneapolis Eastern Railway Company.....				
Minneapolis & Rainy River Railway Company.....				
Minneapolis, Red Lake & Manitoba Railway Company.....				
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	34.76	5,276.72	1,019.31	372,773.53
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	266.11	12,467.40		1,196,102.06
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....				
Big Fork & International Falls Railway Company.....				
Minnesota & International Railway.....				
Minnesota & North Wisconsin Railway.....				
Minnesota Transfer Railway Company.....				9,286.95
Mississippi, Hill City & Western Railway Company.....				116,913.18
Northern Pacific Railway Company.....				
Northern Transfer of Minneapolis.....				
St. Paul Bridge & Terminal Railway Company.....	514.66	12,517.98	3,329.21	4,909.64
Winona Bridge & Terminal Railway Company.....				1,803,480.27
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$5,837.03	\$78,393.49	\$9,663.21	\$12,580,319.21

\*Credit.

TABLE XVI(a)  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRAFFIC EXPENSES

NAME OF ROAD	53 Superintendence	54 Outside Agencies	55 Advertising	56 Traffic Associations	57 Fast Freight Lines
Minnesota & Manitoba Railway Company.....	\$2,806.87	\$3,369.90	\$1,278.89	\$177.82	
Canadian Northern Railway Company.....	3,348.57	5,976.64	2,500.43	347.74	
Chicago, Burlington & Quincy Railroad Company.....	21,987.23	78,536.35	10,060.48	2,154.21	
Chicago Great Western Railroad Company.....	48,228.09	114,873.83	38,851.40	3,618.30	
Chicago, Milwaukee & St. Paul Railway Company.....	17,522.25	35,571.64	16,134.19	1,315.04	
Chicago & Northwestern Railway Company.....	10,542.98	20,668.27	5,939.54	882.99	
Chicago, Rock Island & Pacific Railway Company.....	24,366.42	47,329.12	11,898.41	1,029.12	
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,202.76	2,085.91	702.09	109.71	\$0.45
Dubuque & Sioux City (Illinois Central) Railroad Company.....					
Duluth Belt Line.....	2,334.89	4,605.27	3,726.72		
Duluth & Iron Range Railroad Company.....	9,182.53	9,526.22	3,711.43	124.69	
Duluth, Missabe & Northern Railway Company.....					
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....	5,082.67	2,434.82	812.23		
Duluth, Winnipeg & Pacific Railway Company.....	51.11	125.26	11.97		
Duluth, South Shore & Atlantic Railway Company.....					
Duluth, Terminal Railway Company.....					
Duluth, Northern Railway Company.....	54,578.91	159,267.46	84,152.30	4,895.80	
Green Bay & Western Railway Company.....					
Mason City & Fort Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis, St. Louis Railroad Company.....	15,118.34	48,124.76	2,429.03	*1,005.25	3,231.13
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	37,254.65	79,345.89	31,724.08	2,872.37	
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....					
Big Fork & International Falls Railway Company.....	414.99		15.02		
Minnesota & International Falls Railway Company.....	4,272.48		248.83	203.92	
Minnesota & North Wisconsin Railway Company.....					
Minnesota Transfer Railway Company.....					
Mississippi, Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....	45,208.39	117,828.53	191.58	2,959.19	
Railway Transfer of Minneapolis.....			56,003.02		
St. Paul Bridge & Terminal Railway Company.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$303,504.13	\$729,669.87	\$270,391.67	\$19,715.65	\$3,231.58

TABLE XVI(n)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRAFFIC EXPENSES

NAME OF ROAD	58 Industrial and Immigration Bureaus	59 Stationery and Printing	60 Other Expenses	Total Traffic Expenses
Minnesota & Manitoba Railway Company.....				\$3,723.56
Canadian Northern Railway Company.....	\$20.21	\$1,069.08	\$0.79	13,484.78
Chicago, Burlington & Quincy Railroad Company.....	1.30	1,265.88	24.22	121,444.81
Chicago Great Western Railroad Company.....		8,706.54		226,440.82
Chicago, Milwaukee & St. Paul Railway Company.....	5,995.21	14,774.03	69.76	79,050.37
Chicago & Northwestern Railway Company.....	881.09	7,626.16		42,517.15
Chicago, Rock Island & Pacific Railway Company.....	941.86	3,507.35	34.16	95,005.23
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....		10,333.03	49.10	4,778.06
Dubuque & Sioux City (Illinois Central) Railroad Company.....	119.57	553.35	4.22	
Duluth Belt Line Railway Company.....				
Duluth & Iron Range Railroad Company.....		826.83	107.50	11,601.21
Duluth, Missabe & Northern Railway Company.....		2,458.17	4.36	25,007.40
Duluth & Northeastern Railway Company.....				
Duluth & Northern Minnesota Railway.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....		1,277.78		9,607.50
Duluth, Winnipeg & Pacific Railway Company.....		17.40		242.43
Duluth, South Shore & Atlantic Railway.....	36.69			
Duluth Terminal Railway Company.....				
Great Northern Railway Company.....	40,703.05	25,973.75	310.96	378,892.23
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minneapolis Eastern Railway Company.....				
Minneapolis & Rainy River Railway Company.....				
Minneapolis, Red Lake & Manitoba Railway Company.....				
Minneapolis, St. Louis & Sault Ste. Marie Railway Company.....	1,036.88	6,693.92	23.07	72,420.75
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	11,221.28	17,074.69	244.57	182,968.66
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....	57.25	147.92		605.18
Big Fork & International Falls Railway Company.....	854.58	963.91		6,543.72
Minnesota & International Falls Railway Company.....				
Minnesota & North Wisconsin Railway Company.....				
Minnesota Transfer Railway Company.....				
Mississippi, Hill City & Western Railway Company.....				
Northern Pacific Railway Company.....				
Northern Transfer of Minneapolis.....	29,024.37	63.49	2,052.06	255.07
St. Paul Bridge & Terminal Railway Company.....		16,214.05		269,289.61
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$99,863.34	\$119,567.33	\$2,924.77	\$1,548,808.34

TABLE XVI(c)  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	61		62	63		Coal and Ore Docks
	Superintendence	Dispatching Trains	Station Employees	Weighting and Car Service Associations		
Minnesota & Manitoba Railway Company.....	\$8,074.91	\$2,283.41	\$18,236.55			
Canadian Northern Railway Company.....	5,572.58	3,216.23	17,669.07	\$4,617.81		
Chicago, Burlington & Quincy Railroad Company.....	25,760.89	12,204.57	155,032.71	3,686.20		
Chicago Great Western Railroad Company.....	33,498.92	65,264.79	522,085.34	9,786.50		
Chicago & Milwaukee & St. Paul Railway Company.....	26,212.13	14,643.45	253,078.78	5,662.90	\$8,876.03	
Chicago & Northwestern Railway Company.....	17,316.77	10,746.57	78,718.27	2,418.17		
Chicago, Rock Island & Pacific Railway Company.....	22,987.33	20,458.30	225,684.76	10,357.18		
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,742.03	750.93	6,821.33	182.85		
Dubuque & Sioux City (Illinois Central) Railroad Company.....						
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....	25,947.42	21,928.75	87,950.17	2,690.64	282,096.62	
Duluth, Missabe & Northern Railway Company.....	31,789.74	26,664.51	100,962.97	588.29	285,582.82	
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Rainy Lake & Pacific Railway Company.....	7,462.96	14,981.92	20,126.65	120.20		
Duluth, Winnipeg & Pacific Railway Company.....	38.29	26.53				
Duluth, South Shore & Atlantic Railway Company.....						
Duluth Terminal Railway Company.....						
Duluth Northern Railway Company.....	152,152.67	68,439.18	793,401.43	24,027.99		
Great Northern Railway Company.....						
Green Bay & Western Railway Company.....						
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....						
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company.....						
Minneapolis & St. Louis Railroad Company.....	22,534.58	11,884.38	133,688.09	2,605.10		
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	49,695.85	26,794.79	396,294.39	5,460.27		
Minneapolis Western Railway Company.....						
Minnesota, Dakota & Western Railway Company.....						
Big Fork & International Falls Railway Company.....	837.60	638.23	9,495.22	206.95		
Minnesota & International Falls Railway Company.....	6,646.63	7,136.02	31,230.66	408.58		
Minnesota & North Wisconsin Railway Company.....						
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....						
Northern Pacific Railway Company.....	90,784.91	74,705.09	1,853.50	133.69	214.60	
Railway Transfer of Minneapolis.....			773,169.31	19,447.12		
St. Paul Bridge & Terminal Railway Company.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....						
	\$529,061.21	\$382,767.65	\$3,625,499.20	\$92,400.44	\$576,770.07	

\*Credit.

TABLE XVI (a)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	66					67			68			69			70		
	Station Supplies and Expenses					Yardmasters and their Clerks			Yard Conductors and Brakemen			Yard Switch and Signal Tenders			Yard Supplies and Expenses		
Minnesota & Manitoba Railway Company.....	\$495.04					\$9,011.01			\$31,436.72			\$301.33			\$445.75		
Canadian Northern Railway Company.....	2,378.39					16,119.08			50,966.01			1,302.71			665.41		
Chicago, Burlington & Quincy Railroad Company.....	8,781.44					36,901.89			263,485.58			17,882.46			2,361.00		
Chicago Great Western Railroad Company.....	44,558.87					24,321.50			96,659.62			5,131.78			2,181.97		
Chicago & Milwaukee St. Paul Railway Company.....	21,703.78					5,039.06			22,555.10			52.80			80.08		
Chicago & Northwestern Railway Company.....	6,938.20					15,339.09			96,213.63			1,779.96			860.97		
Chicago, Rock Island & Pacific Railway Company.....	17,494.33								27.71								
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	560.19																
Dubuque & Sioux City (Illinois Central) Railroad Company.....																	
Duluth Belt Line.....																	
Duluth & Iron Range Railroad Company.....	16,967.37					22,091.76			97,014.37			11,079.53			1,286.96		
Duluth, Missabe & Northern Railway Company.....	14,028.03					18,061.05			76,055.03			16,484.29			2,284.41		
Duluth & Northeastern Railroad Company.....																	
Duluth & Northern Minnesota Railway Company.....																	
Duluth, Rainy Lake & Winnipeg Railway Company.....																	
Duluth, Winnipeg & Pacific Railway Company.....																	
Duluth, South Shore & Atlantic Railway Company.....																	
Duluth Terminal Railway Company.....	3,572.75					5,955.29			39,276.71						281.66		
Duluth Northern Railway Company.....																	
Great Northern Railway Company.....						103,902.55			316,612.14			30,790.72			3,699.73		
Green Bay & Western Railway Company.....	58,882.69																
Mason City & Fort Dodge Railway Company.....																	
Minneapolis Eastern Railway Company.....																	
Minneapolis & Rainy River Railway Company.....																	
Minneapolis, Red Lake & Manitoba Railway Company.....																	
Minneapolis & St. Louis Railroad Company.....																	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	8,094.88					17,557.93			71,991.07			2,806.83			500.30		
Minneapolis Western Railway Company.....	29,622.14					32,658.33			160,250.37			9,321.40			1,655.87		
Minnesota, Dakota & Western Railway Company.....																	
Minnesota & International Falls Railway Company.....	682.35								476.49								
Minnesota & International Falls Railway Company.....	2,304.71					1,867.50			8,888.25			205.85			19.83		
Minnesota & North Wisconsin.....																	
Minnesota Transfer Railway Company.....																	
Mississippi Hill City & Western Railway Company.....	145.04																
Northern Pacific Railway Company.....	47,607.80					87,685.33			385,512.13			34,163.17			4,201.86		
Railway Transfer of Minneapolis.....																	
St. Paul Bridge & Terminal Railway Company.....																	
Winona Bridge Railway Company.....																	
Wisconsin Central Railway Company.....																	
Wisconsin, Minnesota & Pacific Railway Company.....																	
	\$284,058.20					\$396,011.37			\$1,717,940.93			\$131,302.80			\$20,326.01		

TABLE XVI(c)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	71 Yard Enginemn	72 Enginehouse Expenses Yard	73 Fuel for Yard Locomotives	74 Water for Yard Locomotives	75 Lubricants for Yard Locomotives
Minnesota & Manitoba Railway Company.....					
Canadian Northern Railway Company.....	\$23,896.75	\$6,625.90	\$15,234.16	\$892.37	\$222.66
Chicago, Burlington & Quincy Railroad Company.....	31,799.79	13,588.76	46,739.14	2,664.36	660.13
Chicago Great Western Railroad Company.....	139,663.48	43,648.18	17,882.54	5,161.50	2,423.69
Chicago, Milwaukee & St. Paul Railway Company.....	61,900.90	24,258.61	81,636.83	4,331.97	1,319.63
Chicago & Northwestern Railway Company.....	11,896.63	3,396.46	16,955.89	378.74	242.45
Chicago, Rock Island & Pacific Railway Company.....	53,068.71	17,857.84	82,479.65	2,915.63	1,422.31
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	27.71		2.76		
Dubuque & Sioux City (Illinois Central) Railroad Company.....					
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....	67,551.59	17,617.33	63,289.91	1,687.88	1,067.68
Duluth, Missabe & Northern Railway Company.....	51,293.62	12,088.46	60,229.94	4,698.83	918.29
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Duluth, Winnipeg & Pacific Railway Company.....	27,980.32	5,277.02	27,844.90	1,034.61	660.01
Duluth, South Shore & Atlantic Railway Company.....					
Duluth, Terminal Railway Company.....					
Great Northern Railway Company.....	219,307.96	54,034.03	301,821.14	9,872.56	4,814.89
Green Bay & Western Railway Company.....					
Mason City & Fort Dodge Railway Company.....					
Minneapolis Eastern Railway Co.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	35,127.68	16,307.44	46,556.00	1,391.17	907.15
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	96,586.01	30,642.33	74,343.67	2,917.42	1,940.10
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....	348.84	101.62	732.92	108.99	10.68
Big Fork & International Falls Railway Company.....	6,175.46	3,075.45	6,728.01	653.29	73.39
Minnesota & International Railway Company.....					
Minnesota & North Wisconsin Railway Company.....					
Minnesota, T. & W. Railway Company.....					
Mississippi, Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....	244,019.48	78,180.61	394,582.74	9,580.91	3,218.44
Railway Transfer & Terminal Company.....					
St. Paul Bridge & Terminal Railway Company.....					
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$1,060,644.93	\$329,080.04	\$1,337,060.26	\$47,890.23	\$19,950.50

TABLE XVI(G)  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	76 Other Supplies for Yard Locomotives	77 Operating Joint Yards and Terminals Dr.	78 Operating Joint Yards and Terminals Cr.	79 Motormen	80 Road Enginemen
Minnesota & Manitoba Railway Company.....					\$29,495.43
Canadian Northern Railway Company.....					40,614.06
Chicago, Burlington & Quincy Railroad Company.....	\$414.58	\$217,156.55	\$993.10		128,359.73
Chicago, Great Western Railroad Company.....	535.81	27,869.87	7,753.56		421,914.04
Chicago, Milwaukee & St. Paul Railway Company.....	4,907.96	151,486.20	79,212.74		224,346.97
Chicago, Northwestern Railway Company.....	535.35	50,281.06	9,721.73		84,339.93
Chicago, Rock Island & Pacific Railway Company.....	41.55	58,265.30	71,478.00		230,319.43
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,350.46	68,703.48	634.18		4,727.68
Dubuque & Sioux City (Illinois Central) Railroad Company.....		13,960.89			
Duluth & Belt Line.....					
Duluth & Iron Range Railroad Company.....	739.54	1,987.24			175,395.15
Duluth, Missabe & Northern Railway Company.....	1,230.02	41,276.18	2.73		177,773.13
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....	652.09				64,256.46
Duluth, South St. & Pacific Railway Company.....		4,494.28			418.71
Duluth, Terminal Railway Company.....					
Great Northern Railway Company.....	6,006.22	221,104.02	160,120.92		776,762.62
Green Bay & Western Railway Company.....					
Mason City & Fort Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	682.37	80,080.09	18,796.70		153,521.35
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	3,199.75	169,201.87	11,087.72		326,583.90
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....					
Big Fork & International Falls Railway Company.....	11.58				
Minnesota & International Falls Railway Company.....	80.49				
Minnesota & North Wisconsin Railway Company.....					
Minnesota, Transfer Railway Company.....					
Mississippi, Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....					
Railway Transfer of Minneapolis.....					
St. Paul Bridge & Terminal Railway Company.....	4,171.85	275,164.79	93,187.53		2,025.55
Winona Bridge Railway Company.....					498,831.45
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$25,422.88	\$1,386,404.02	\$451,750.55		\$3,387,102.78

• Debit



TABLE XVI(p)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1912—TRANSPORTATION EXPENSES

NAME OF ROAD	Engine House Expenses Road	82			83			84			85		
		Fuel for Road Locomotives			Water for Road Locomotives			Lubricants for Road Locomotives			Other Supplies for Road Locomotives		
Minnesota & Manitoba Railway Company.....	\$14,209.53	\$66,041.28			\$6,988.01			\$1,648.06					\$1,107.41
Canadian Northern Railway Company.....	4,909.14	98,734.28			1,727.06			819.22					816.11
Chicago Burlington & Quincy Railroad Company.....	36,037.27	270,283.18			13,689.26			3,606.69					3,471.97
Chicago Great Western Railroad Company.....	194,029.55	919,980.70			25,884.37			17,662.58					19,299.04
Chicago, Milwaukee & St. Paul Railway Company.....	73,760.39	401,220.53			21,067.19			7,263.15					5,729.80
Chicago & Northwestern Railway Company.....	26,079.00	169,922.85			5,031.35			2,456.82					2,215.95
Chicago, Rock Island & Pacific Railway Company.....	59,084.72	469,925.73			18,985.55			5,038.78					5,069.63
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	7,016.19	9,983.15			340.97			220.66					185.46
Dubuque & Sioux City (Illinois Central) Railroad Company.....													
Duluth Belt Line.....													
Duluth & Iron Range Railroad Company.....	40,727.82	327,324.90			16,993.00			3,097.86					2,804.63
Duluth, Missabe & Northern Railway Company.....	45,855.99	344,043.98			25,565.06			5,104.78					7,280.77
Duluth & Northeastern Railroad Company.....													
Duluth & Northern Minnesota Railway Company.....													
Duluth, Rainy Lake & Winnipeg Railway Company.....	13,942.78	135,921.95			7,240.63			2,088.42					2,954.22
Duluth, Winnipeg & Pacific Railway Company.....	124.71	682.71			30.10			6.98					9.85
Duluth, South Shore & Atlantic Railway Company.....													
Duluth Terminal Railway Company.....													
Great Northern Railway Company.....	152,843.71	1,679,357.46			53,840.11			22,016.38					28,925.33
Green Bay & Western Railway Company.....													
Mason City & Fort Dodge Railway Company.....													
Minneapolis Eastern Railway Company.....													
Minneapolis & Rainy River Railway Company.....													
Minneapolis, Red Lake & Manitoba Railway Company.....													
Minneapolis, St. Louis & Railroad Company.....	35,422.26	260,458.92			13,042.26			3,528.86					3,256.34
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	129,762.02	549,886.23			28,580.90			11,229.31					15,931.80
Minneapolis Western Railway Company.....													
Minnesota, Dakota & Western Railway Company.....	1,912.50	8,645.18			887.24			105.92					118.11
Big Fork & International Falls Railway Company.....	9,093.68	91,330.03			3,623.27			966.33					973.73
Minnesota & International Railway Company.....													
Minnesota & North Wisconsin Railway Company.....													
Minnesota Transfer Railway Company.....													
Mississippi, Hill City & Western Railway Company.....	1,231.67	3,604.36			159.00			67.70					43.99
Northern Pacific Railway Company.....	110,908.78	1,073,569.65			43,958.69			9,597.43					8,772.03
Railway Transfer of Minneapolis.....													
St. Paul Bridge & Terminal Railway Company.....													
Winona Bridge Railway Company.....													
Wisconsin Central Railway Company.....													
Wisconsin, Minnesota & Pacific Railway Company.....													
	\$956,631.71	\$6,851,836.07			\$289,154.92			\$97,125.93					\$108,966.47

# TWENTY-NINTH ANNUAL REPORT

NAME OF ROAD	86 Operating Power Plants	87 Purchased Power	88 Road Trainmen	89 Train Supplies and Expenses	90 Interlockers and Block and Other Signals Operations
Minnesota & Manitoba Railway Company			\$29,876.75	\$10,364.72	
Canadian Northern Railway Company			41,403.47	11,160.14	\$5,838.33
Chicago, Burlington & Quincy Railroad Company			125,197.95	51,999.69	10,073.10
Chicago Great Western Railroad Company			488,747.92	129,943.54	21,758.85
Chicago, Milwaukee & St. Paul Railway Company			249,499.49	67,409.25	21,586.69
Chicago & Northwestern Railway Company			87,887.79	31,978.94	3,281.96
Chicago, Rock Island & Pacific Railway Company			244,761.60	80,080.31	5,108.01
Dubuque & Sioux City (Illinois Central) Railroad Company			8,693.33	3,839.52	1.08
Duluth Belt Line					
Duluth & Iron Range Railroad Company			199,193.72	26,299.98	2,428.54
Duluth, Missabe & Northern Railroad Company			211,876.08	39,515.48	8,643.21
Duluth & Northern Railroad Company					
Duluth & Northern Minnesota Railway Company					
Duluth, Rainy Lake & Winnipeg Railway Company			65,326.24	9,142.86	6,062.63
Duluth, Winnipeg & Pacific Railway Company			255.39	112.36	
Duluth, South Shore & Atlantic Railway Company					
Duluth, Terminal Railway Company			842,338.52	299,932.57	44,669.96
Great Northern Railway Company					
Green Bay & Western Railway Company					
Mason City & Fort Dodge Railway Company					
Minneapolis Eastern Railway Company					
Minneapolis & Rainy River Railway Company					
Minneapolis, Red Lake & Manitoba Railway Company					
Minneapolis & St. Louis Railroad Company			142,990.78	70,000.99	1,611.03
Minneapolis, St. Paul & Sault Ste. Marie Railway Company			360,917.37	111,662.98	11,614.77
Minneapolis Western Railway Company					
Minnesota, Dakota & Western Railway Company			5,199.93	1,384.58	
Big Fork & International Falls Railway Company			45,470.77	5,769.14	2,140.43
Minnesota & International Falls Railway Company					
Minnesota & North Wisconsin Railway Company					
Minnesota Transfer Railway Company					
Mississippi, Hill City & Western Railway Company					
Northern Pacific Railway Company			1,866.79	62.05	
Railway Transfer of Minneapolis			516,156.53	198,946.69	29,900.25
St. Paul Bridge & Terminal Railway Company					
Winona Bridge Railway Company					
Wisconsin Central Railway Company					
Wisconsin, Minnesota & Pacific Railway Company			\$3,667,660.42	\$1,140,575.70	\$174,718.80

TABLE XVI(a)  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	91 Crossing Flagmen and Gatemmen	92 Drawbridge Operation	93 Clearing Wrecks	94 Telegraph and Telephone Operation	95 Operating Floating Equipment
Minnesota & Manitoba Railway Company.....					
Canadian Northern Railway Company.....					
Chicago, Burlington & Quincy Railroad Company.....	\$770.25	\$327.62	\$485.39		
Chicago Great Western Railroad Company.....	494.09	716.92	716.92	\$2,897.05	
Chicago, Milwaukee & St. Paul Railway Company.....	4,854.72	283.03	6,722.24	7,546.58	
Chicago & Northwestern Railway Company.....	43,608.30	4,788.81	11,831.83	7,729.77	
Chicago, Rock Island & Pacific Railway Company.....	18,032.55	1,488.81	10,675.03	3,554.83	
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,401.98	2,224.39	2,156.09	5,212.32	
Dubuque & Sioux City (Illinois Central) Railroad Company.....	4,693.35	1,492.03	8,183.38	9,474.74	
Duluth Belt Line.....	1.30		182.06	169.67	
Duluth & Iron Range Railroad Company.....	4,868.56		5,052.11	14,620.95	
Duluth, Missabe & Northern Railway Company.....	3,213.39		2,538.29	787.72	
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....					
Duluth, Winnipeg & Pacific Railway Company.....	1,207.12	774.42	4,108.09	467.52	
Duluth, South Shore & Atlantic Railway Company.....					
Duluth Terminal Railway Company.....					
Great Northern Railway Company.....	8,483.79	77.78	27,832.87	47,571.23	
Green Bay & Western Railway Company.....					
Mason City & Fort Dodge Railway Company.....					
Minneapolis Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis, Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....	3,850.61	79.56	6,636.32	6,143.75	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	4,006.50	1,223.54	11,994.37	11,488.93	
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....					
Big Fork & International Falls Railway Company.....					
Minnesota & International Railway Company.....					
Minnesota & North Wisconsin Railway Company.....	59.00		181.23	280.84	
Minnesota Transfer Railway Company.....			1,433.74	1,640.04	
Mississippi, Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....					
Railway Transfer of Minneapolis.....	21,622.26	166.45	168.93	30,931.92	
St. Paul Bridge & Terminal Company.....		7,985.19	21,405.27		
Winona Bridge Railway Company.....					
Wisconsin Central Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$123,681.08	\$21,406.32	\$122,294.76	\$150,517.86	

TABLE XVI(c)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	96 Express Service	97 Stationery and Printing	98 Other Expenses	99 Loss and Damage Freight	100 Loss and Damage Baggage
Minnesota & Manitoba Railway Company.....					
Canadian Northern Railway Company.....		\$3,223.80	\$227.33	\$3,520.22	
Chicago, Burlington & Quincy Railroad Company.....		1,739.33	399.26	5,972.96	\$40.85
Chicago Great Western Railroad Company.....		8,127.66	2,296.90	57,117.32	202.11
Chicago, Milwaukee & St. Paul Railway Company.....		22,643.17	2,692.75	260,815.61	903.79
Chicago & Northwestern Railway Company.....		11,131.64	4,352.49	63,940.01	402.25
Chicago, Rock Island & Pacific Railway Company.....		3,965.00	1,357.91	36,069.92	105.66
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....		18,286.17	1,117.63	37,794.37	617.94
Dubuque & Sioux City (Illinois Central) Railroad Company.....		717.75	141.26	3,219.13	.04
Duluth Belt Line.....					
Duluth & Iron Range Railroad Company.....		9,572.21	298.30	3,146.86	114.46
Duluth, Missabe & Northern Railway Company.....		11,031.04	823.48	4,943.91	13.25
Duluth & Northeastern Railroad Company.....					
Duluth & Northern Minnesota Railway Company.....					
Duluth, Rainy Lake & Winnipeg Railway Company.....		6,906.36	211.23	1,670.97	45.00
Duluth, Winnipeg & Pacific Railway Company.....		24.39	55.89		
Duluth, South Shore & Atlantic Railway Company.....					
Duluth, Terminal Railway Company.....					
Great Northern Railway Company.....		31,541.02	44,898.63	245,589.93	2,346.87
Green Bay & Western Railway Company.....					
Mason City & Fort Dodge Railway Company.....					
Minneapolis & Eastern Railway Company.....					
Minneapolis & Rainy River Railway Company.....					
Minneapolis & Red Lake & Manitoba Railway Company.....					
Minneapolis & St. Louis Railroad Company.....		7,688.08	2,020.26	53,401.70	392.44
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....		17,394.13	3,893.10	61,156.58	325.49
Minneapolis Western Railway Company.....					
Minnesota, Dakota & Western Railway Company.....		556.95	48.09	365.94	
Big Fork & International Falls Railway Company.....		1,798.58	184.94	2,230.32	7.58
Minnesota & International Railway Company.....					
Minnesota & North Wisconsin Railway Company.....					
Minnesota, St. Paul & Western Railway Company.....					
Mississippi, Hill City & Western Railway Company.....					
Northern Pacific Railway Company.....	\$115.65	347.50	1.20	27.68	
Rayway Transfer & Terminal Company.....		28,696.14	10,973.20	186,546.41	510.23
St. Paul Bridge & Terminal Company.....					
Winona Bridge Railway Company.....					
Winona, Central & Western Railway Company.....					
Wisconsin, Minnesota & Pacific Railway Company.....					
	\$115.65	\$185,371.52	\$70,133.18	\$1,027,520.84	\$0,077.96

TABLE XVI(g).—Continued  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRANSPORTATION EXPENSES

NAME OF ROAD	101 Damage to Property	102 Damage to Stock on Right of Way	103 Injuries to Persons	104 Operating Joint Tracks and Facilities Dr.	105 Operating Joint Tracks and Facilities Cr.	Total Transportation Expenses
Minnesota & Manitoba Railway Company.....	\$53,843.58	\$328.50	\$403.00			\$252,250.54
Canadian Northern Railway Company.....	338.57	147.44	4,501.28	\$12,777.14	\$538.21	644,773.79
Chicago, Burlington & Quincy Railroad Company.....	4,850.49	5,154.56	47,003.30	11,415.03	4,543.83	1,186,093.90
Chicago Great Western Railroad Company.....	16,558.73	4,062.28	148,053.92	12,130.70	35,107.07	4,170,580.97
Chicago, Milwaukee & St. Paul Railway Company.....	3,907.68	2,320.06	52,438.18	3,740.90	3,088.18	1,880,337.70
Chicago & Northwestern Railway Company.....	3,532.04	2,510.93	16,479.46	19,624.76		732,449.29
Chicago, Stock Island & Pacific Railway Company.....	11,475.95	2,753.42	49,074.09	16,163.74	8,002.44	1,839,175.38
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	1,104.00	96.25	73.00	1,394.84	*1.88	68,480.01
Dubuque & Sioux City (Ill. Cent.) Railroad Company.....						
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....	10,672.05	1,911.01	26,855.02	614.43	568.96	1,597,448.29
Duluth, Missabe & Northern Railway Company.....	2,743.02	1,332.60	40,123.07	666.83	1,397.86	1,676,712.97
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Winnipeg & Pacific Railway Company.....	286.12	1,145.65	1,039.47	2,403.98		483,089.86
Duluth, South Shore & Atlantic Railway Company.....						6,280.19
Duluth, Terminal Railway Company.....					26,669.36	6,795,406.65
Great Northern Railway Company.....	53,796.38	10,305.64	221,320.51	18,185.10		
Green Bay & Western Railway Company.....						
Mason City & Fort Dodge Railway Company.....						
Minneapolis & Eastern Railway Company.....						
Minneapolis & Farther Railway Company.....						
Minneapolis & Red River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company.....						
Minneapolis & St. Louis Railroad Company.....	7,453.16	2,901.58	68,692.94	21,465.82	7,044.07	1,292,303.30
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	11,025.02	6,189.53	77,442.72	12,730.03	3,086.20	2,842,048.86
Minneapolis Western Railway Company.....						
Minneapolis, Dakota & Western Railway Company.....		355.20	607.23	1.80	774.48	38,015.99
Big Fork & International Falls Railway Company.....	421.16	1,033.99	3,315.50	6,846.98	1,126.87	293,852.48
Minnesota & North Wisconsin Railway Company.....						
Mississippi, Hill City & Western Railway Company.....						
Mississippi, Hill City & Western Railway Company.....	60.00	8,304.05	178,080.74	878.00	41,166.15	13,311.55
Northern Pacific Railway Company.....	19,237.72			4,006.83		5,404,083.32
Railway Transfer of Minneapolis.....						
St. Paul Bridge & Terminal Railway Company.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....						
	\$201,995.67	\$48,852.69	\$935,611.63	\$145,706.91	\$133,471.83	\$31,137,697.01

TABLE XVI(r)  
OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—GENERAL EXPENSES

NAME OF ROAD	106 Salaries and Expenses of General Officers	107 Salaries and Expenses of Clerks and Attendants	108 General Supplies and Expenses	109 Law Expenses	110 Insurance	111 Relief Department Expenses
Minnesota & Manitoba Railway Company	\$237.39	\$5,378.69	\$174.61	\$234.78		
Canadian Northern Railway Company	2,178.96	9,332.36	3,079.46	2,412.49	\$4,072.84	\$576.03
Chicago, Burlington & Quincy Railroad Company	13,961.12	43,816.30	3,494.99	12,243.34	3,007.68	
Chicago Great Western Railroad Company	33,153.70	74,830.83	8,207.23	25,463.40	6,656.36	
Chicago, Milwaukee & St. Paul Railway Company	14,637.41	35,332.63	3,747.33	10,157.49	1,451.92	
Chicago & Northwestern Railway Company	3,690.91	15,845.74	3,052.06	6,052.19	2,783.75	
Chicago, Rock Island & Pacific Railway Company	26,690.94	2,480.40	6,335.00	11,135.13	5,783.76	
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	482.86		235.51	603.44	287.70	
Dubuque & Sioux City (Ill. Central) Railroad Company						
Duluth & Iron Range Railroad Company	22,963.37	31,587.93	11,278.53	23,716.29	25,846.34	
Duluth, Missabe & Northern Railway Company	34,766.16	27,556.59	11,624.25	16,225.79	32,595.05	
Duluth & Northeastern Railroad Company						
Duluth & Northern Railway Company						
Duluth, Rainy Lake & Winnipeg Railway Company						
Duluth, Rainy Lake & Winnipeg Railway Company	4,693.53	7,120.28	2,460.99	2,134.19	22,248.44	
Duluth, Winnipeg & Pacific Railway Company	45.39	66.24	6.78	16.81	25.20	
Duluth, South Shore & Atlantic Railway Company						
Duluth, Terminal Railway Company						
Great Northern Railway Company	63,812.84	135,535.87	10,187.62	98,549.06	69,683.77	
Green Bay & Western Railway Company						
Mason City & Fort Dodge Railway Company						
Minneapolis Eastern Railway Company						
Minneapolis & Rainy River Railway Company						
Minneapolis, Red Lake & Manitoba Railway Company						
Minneapolis & St. Louis Railroad Company	20,066.99	31,570.76	4,271.57	15,347.00	9,481.12	
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	64,387.43	73,198.93	6,063.72	22,932.07	27,962.97	
Minneapolis Western Railway Company						
Minnesota, Dakota & Western Railway Company						
Big Fork & International Falls Railway Company	563.73	1,797.45	163.74		311.74	
Minnesota & International Falls Railway Company	9,360.87	14,061.88	897.86		1,572.67	
Minnesota & North Wisconsin Railway Company						
Minnesota Transfer Railway Company						
Mississippi, Hill City & Western Railway Company						
Northern Pacific Railway Company	2,406.34		45.24	194.33	290.46	
Railway Transfer of Minneapolis	36,422.17	99,781.86	6,197.93	34,366.36	728.91	
St. Paul Bridge & Terminal Railway Company						
Winona Bridge Railway Company						
Wisconsin Central Railway Company						
Wisconsin, Minnesota & Pacific Railway Company						
	\$354,959.64	\$640,401.15	\$80,300.14	\$281,987.52	\$219,287.38	\$576.03

TABLE XVI(c)—Continued  
 OPERATING EXPENSES—FOR LARGE ROADS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—GENERAL EXPENSES

NAME OF ROAD	112 Pensions	113 Stationery and Printing	114 Other Expenses	115 General Administration Joint Tracks Yards and Terminals Dr.	116 General Administration Joint Tracks Yards and Terminals Cr.	Total General Expenses
Minnesota & Manitoba Railway Company.....		\$436.41	\$127.14			\$6,589.02
Canadian Northern Railway Company.....		738.69	1,865.68	\$3,121.39		25,378.13
Chicago, Burlington & Quincy Railroad Company.....		3,799.31	2,503.39	4,079.60		88,879.63
Chicago Great Western Railroad Company.....		8,589.72	11,087.34	5,399.61	\$11.10	173,397.17
Chicago, Milwaukee & St. Paul Railway Company.....		5,043.77	6,798.41	192.31		93,341.46
Chicago & Northwestern Railway Company.....	\$13,795.14	1,926.69	1,878.15	933.36	16.27	38,478.55
Chicago, Rock Island & Pacific Railway Company.....	1,250.60	4,965.62	2,298.23	1,375.06	34.05	107,553.81
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	8,730.32	316.19	156.90	113.84		5,093.79
Dubuque & Sioux City (Ill. Central) Railroad Company.....	394.95					
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....	30.88	4,341.88	23,724.07	106.19		143,595.48
Duluth, Missabe & Northern Railway Co.....		4,223.13	27,731.02	171.16		154,593.15
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Winnipeg & Pacific Railway Company.....		810.42	1,130.07			40,587.92
Duluth, South Shore & Atlantic Railway Company.....	1.29	10.99	33.60			206.30
Duluth Terminal Railway Company.....						
Great Northern Railway Company.....	282.74	13,623.87	20,847.55	4,785.43	1,875.00	415,433.75
Green Bay & Western Railway Company.....						
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....						
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company.....						
Minneapolis & St. Louis Railroad Company.....		4,357.37	3,303.62	1,619.02	37.68	90,039.67
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....		12,627.3	13,728.23	2,359.90	4.63	225,086.59
Minneapolis Western Railway Company.....	1,813.24					
Minnesota, Dakota & Western Railway Company.....			16.26	.85	374.18	2,840.23
Big Fork & International Falls Railway Company.....		160.64				27,317.32
Minnesota & International Falls Railway Company.....		1,237.65				
Minnesota & North Wisconsin Railway Company.....						
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....		74.62				
Northern Pacific Railway Company.....		11,049.96	23,961.78	7,034.15	178.03	3,320.99
Railway Transfer of Minneapolis.....						
St. Paul Bridge & Terminal Railway Company.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						

# TWENTY-NINTH ANNUAL REPORT

NAME OF ROAD	Maintenance of way and Structure	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Total Operating Expenses	Ratio of Operating Expenses to Revenues Per Cent
Minnesota & Manitoba Railway Company.....	\$36,464.98	\$91,368.01	\$8,723.56	\$952,250.54	\$6,589.02	\$395,307.01	\$70.65
Canadian Northern Railway Company.....	116,007.82	161,764.22	13,484.78	544,773.79	25,378.13	861,408.74	135.67
Chicago, Burlington & Quincy Railroad.....	362,585.40	443,846.76	121,444.81	1,386,095.90	88,870.63	2,202,852.50	85.10
Chicago & North Western Railway Company.....	1,193,463.33	1,894,876.37	226,440.62	4,170,580.97	173,327.17	7,658,738.46	54.86
Chicago & Milwaukee Road.....	673,969.52	672,913.87	79,030.37	1,889,337.70	93,341.46	3,413,612.92	82.91
Chicago, Rock Island & Pacific Railway Company.....	174,861.16	212,984.58	42,517.15	742,419.29	38,478.55	1,211,290.73	78.07
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	601,980.84	506,706.70	95,095.23	1,839,175.38	107,653.81	3,240,521.96	57.48
Dubuque & Sioux City Railway Co. (Ill. Central).....	35,172.31	44,838.56	4,778.06	68,480.01	5,093.79	138,352.73	150.65
Duluth Belt Line.....	891,543.12	679,920.12	11,601.21	1,597,448.26	143,595.45	3,324,108.19	46.68
Duluth & Iron Range Railroad Company.....	967,088.50	979,656.18	25,007.40	1,076,712.97	154,893.15	3,803,358.29	44.87
Duluth, Missabe & Northern Railway Company.....							
Duluth & Northeastern Railroad Company.....							
Duluth & Northern Minnesota Railway Company.....							
Duluth, Rainy Lake & Winnipeg Railway Co.							
Duluth, Winnipeg & Pacific Railway Company.....	168,836.15	171,971.98	9,097.59	483,089.86	40,587.92	874,003.41	65.26
Duluth, South Shore & Atlantic Railway Company.....	7.43	562.28	242.43	6,280.19	206.30	7,298.63	301.60
Duluth Terminal Railway Company.....							
Great Northern Railway Company.....	3,638,593.66	3,066,450.05	378,882.23	6,795,406.65	415,433.75	14,204,760.34	46.44
Green Bay & Western Railway Company.....							
Mason City & Ft. Dodge Railway Company.....							
Minneapolis Eastern Railway Company.....							
Minneapolis & Rainy River Railway Company.....							
Minneapolis, Red Lake & Manitoba Railway Co.							
Minneapolis & St. Louis Railroad Company.....	374,553.50	372,773.53	72,420.75	1,292,303.39	90,039.67	2,202,090.75	59.25
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	1,100,378.94	1,196,102.06	182,968.66	2,842,048.86	225,086.59	5,546,585.11	51.10
Minneapolis Western Railway Company.....							
Minnesota, Dakota & Western Railway Company.....	20,883.41	9,289.95	605.18	38,015.99	2,640.23	71,434.76	54.31
Big Fork & International Falls Railway Co.	165,153.03	116,913.18	6,543.72	295,832.48	27,317.32	611,779.73	65.93
Minnesota & International Falls Railway Company.....							
Minnesota & North Wisconsin Railway Company.....							
Minnesota Transfer Railway Company.....							
Mississippi, Hill City & Western Railway Co.	6,848.87	4,909.64	255.07	13,311.55	3,230.93	28,556.12	103.50
Northern Pacific Railway Company.....	1,789,283.77	1,863,480.27	269,289.61	5,404,053.32	219,374.19	9,545,511.16	51.84
Railway Transfer of Minneapolis.....							
St. Paul Bridge & Terminal Railway Company.....							
Winona Bridge Railway Company.....							
Wisconsin Central Railway Company.....							
Wisconsin, Minnesota & Pacific Railway Company.....							
	\$12,317,675.83	\$12,586,319.21	\$1,548,808.34	\$31,137,097.01	\$1,801,217.15	\$59,451,777.54	



## RAILROAD AND WAREHOUSE COMMISSION.

TABLE XVI (c)  
PROPERTY ABANDONED CHARGEABLE TO OPERATING EXPENSES FOR LARGE ROADS. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Entire Lines		State of Minnesota			
	Total Amount Chargeable	Amount Charged Off	Balance to be Charged Off	Total Amount Chargeable	Amount Charged Off	Balance to be Charged Off
Minnesota & Manitoba Railway Co.						
Canadian Northern Railway Co.						
Chicago, Burlington & Quincy Railroad Co.						
Chicago Great Western Railroad Co.						
Chicago, Milwaukee & St. Paul Railway Co.						
Chicago & Northwestern Railway Co.						
Chicago, Rock Island & Pacific Railway Co.						
Chicago, St. Paul, Minneapolis & Omaha Railway Co.						
Dubuque & Sioux City Railway Co. (Illinois Central)						
Duluth Belt Line						
Duluth & Iron Range Railroad Co.						
Duluth, Missabe & Northern Railway Co.						
Duluth & Northeastern Railroad Co.						
Duluth & Northern Minnesota Railway Co.						
Duluth-Rainy Lake & Winnipeg Railway Co.						
Duluth, Winnipeg & Pacific Railway Company						
Duluth, South Shore & Atlantic Railway Co.						
Duluth Terminal Railway Co.						
Great Northern Railway Co.						
Green Bay & Western Railway Co.						
Mason City & Fort Dodge Railway Co.						
Minneapolis Eastern Railway Co.						
Minneapolis & Rainy River Railway Co.						
Minneapolis, Red Lake & Manitoba Railway Co.						
Minneapolis, St. Louis Railroad Co.						
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.						
Minneapolis Western Railway Co.						
Minnesota, Dakota & Western Railway Co.						
Big Fork & International Falls Railway Co.						
Minnesota & International Falls Railway Co.						
Minnesota & North Wisconsin Railway						
Minnesota Transfer Railway Co.						
Mississippi, Hill City & Western Railway Co.						
Northern Pacific Railway Co.						
Railway Transfer of Minneapolis						
St. Paul Bridge & Terminal Railway Co.						
Winona Bridge Railway Co.						
Wisconsin Central Railway Co.						

TABLE XVI (a).  
OPERATING EXPENSES—ENTIRE LINE AND STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—  
FOR SMALL ROADS AND SWITCHING TERMINAL COMPANIES

NAME OF ROAD	Entire Lines					Ratio of Operating Expenses to Operating Revenues Per Cent
	Maintenance of way and Structure	Maintenance of Equipment	Traffic Expenses	Transporta- tion Expenses	General Expenses	Total Operating Expenses
Minnesota & Manitoba Railway Company.....						
Canadian Northern Railway Company.....						
Chicago, Burlington & Quincy Railroad Company.....						
Chicago Great Western Railroad.....						
Chicago, Milwaukee & St. Paul Railway Company.....						
Chicago & Northwestern Railway Company.....						
Chicago, Rock Island & Pacific Railway Company.....						
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....						
Dubuque & Sioux City (Ill. Central) Railway Company.....						
Duluth Belt Line.....	\$71.93	\$82.87	\$919.05	\$3,928.30	\$1,462.92	\$6,465.07
Duluth & Iron Range Railroad Company.....						\$96.55
Duluth, Missabe & Northern Railway Company.....						
Duluth & Northeastern Railroad Company.....	54,377.52	34,969.60		53,908.50	3,828.10	147,083.78
Duluth & Northern Minnesota Railway Company.....	94,193.35	49,632.65		105,937.27	22,831.35	272,596.62
Duluth, Rainy Lake & Winnipeg Railway Company.....						78.60
Duluth, Winnipeg & Pacific Railway Company.....						71.31
Duluth, South Shore & Atlantic Railway Company.....						
Duluth Terminal Railway Company.....						
Great Northern Railway Company.....	143,794.36	92,313.25	5,282.73	231,724.40	28,584.15	501,698.89
Green Bay & Western Railway Company.....						66.19
Mason City & Ft. Dodge Railway Company.....						
Minneapolis & Northern Railway Company.....	3,391.95	4,070.64		19,949.49	4,017.32	32,329.40
Minneapolis & Rainy Lake Railway Company.....	29,881.59	32,660.54	125.50	23,869.42	13,823.63	102,360.71
Minneapolis, Red Lake & Manitoba Railway Company.....	19,387.79	10,169.93	137.60	14,194.44	6,014.28	49,904.04
Minneapolis & St. Louis Railway Company.....						\$3.36
Minneapolis, St. Paul, Duluth & Ste. Marie Railway Company.....						
Minneapolis, Western Railway Company.....	7,409.68	3,321.86		10,574.17	308.73	30,614.44
Minneapolis, Dakota & Western Railway Company.....	17,693.51	23,850.63		32,138.14	4,765.09	78,447.37
Big Fork & International Falls Railway Company.....						80.19
Minnesota & International Railway Company.....						108.74
Minnesota & Northern Wisconsin Railway Company.....	1,055.74	364.87		5,310.82	681.81	7,413.24
Minnesota Transfer Railway Company.....	67,382.28	40,453.35		726,183.06	19,572.23	853,590.92
Mississippi, Hill City & Western Railway Company.....						3.07
Northern Pacific Railway Company.....						
Railway Transfer of Minnesota.....	7,914.40	6,716.51		82,873.21		97,504.12
St. Paul Bridge & Terminal Railway Company.....	19,819.14	18,855.67	41.20	67,208.71	9,946.68	115,871.40
Wisconsin Central Railway Company.....						47.00
Wisconsin, Minnesota & Pacific Railway Company.....						71.05
	\$466,375.24	\$318,362.40	\$6,506.08	\$1,388,739.99	\$115,836.29	\$2,295,820.00

TABLE XVI (a)—Continued.  
OPERATING EXPENSES—ENTIRE LINE AND STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—  
FOR SMALL ROADS AND SWITCHING TERMINAL COMPANIES

State of Minnesota							
NAME OF ROAD	Maintenance of way and Structure	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Total Operating Expenses	Ratio of Operating Expenses to Revenues Per Cent
Minnesota & Manitoba Railway Company							
Canadian Northern Railway Company							
Chicago, Burlington & Quincy Railroad Company							
Chicago Great Western Railroad							
Chicago, Milwaukee & St. Paul Railway Company							
Chicago & Northwestern Railway Company							
Chicago, Rock Island and Pacific Railway Company							
Chicago, St. Paul, Minneapolis & Omaha Railway Company							
Dubuque & Sioux City (Ill. Central) Railway Company		\$62.87	\$919.05	\$3,928.30	\$1,462.92	\$6,465.07	\$96.55
Duluth Belt Line	\$71.93						
Duluth & Iron Range Railroad Company							
Duluth, Missabe & Northern Railway Company							
Duluth & Northeastern Railroad Company	54,377.52	34,969.60		53,908.56	3,828.10	147,083.78	78.60
Duluth & Northern Minnesota Railway Company	94,195.35	49,632.65		105,937.27	22,831.35	272,596.62	71.31
Duluth, Rainy Lake & Winnipeg Railway Company							
Duluth, Winnipeg & Pacific Railway Company							
Duluth, South Shore & Atlantic Railway Company							
Duluth Terminal Railway Company							
Great Northern Railway Company				6,847.69		6,847.69	170.04
Green Bay & Western Railway Company							
Mason City & Ft. Dodge Railway Company	3,391.95	4,970.64		19,949.49	4,017.32	32,329.40	47.77
Minneapolis Eastern Railway Company	29,881.59	32,660.57	125.50	25,809.42	13,823.63	102,300.71	94.36
Minneapolis & Rainy River Railway Company	19,387.79	10,069.93	137.60	14,194.44	6,014.28	49,904.04	83.30
Minneapolis, Red Lake & Manitoba Railway Company							
Minneapolis & St. Louis Railroad Company							
Minneapolis, St. Paul & Sault Ste. Marie Railway Company							
Minneapolis, Western Railway Company	7,409.68	3,321.86		19,574.17	308.73	30,614.44	80.19
Minneapolis, Dakota & Western Railway Company	17,693.51	23,850.63		32,138.14	4,765.09	78,447.37	108.74
Big Fork & International Falls Railway Company							
Minnesota, Dakota & Western Railway Company							
Minnesota & International Falls Railway Company							
Minnesota & North Wisconsin Railway Company	1,055.74	364.87		5,310.82	681.81	7,413.24	3.07
Minnesota Transfer Railway Company	67,382.28	40,453.35		726,183.06	19,572.23	853,590.92	
Mississippi, Hill City & Western Railway Company							
Northern Pacific Railway Company							
Railway Transfer of Minneapolis							
St. Paul Bridge & Terminal Railway Company	7,914.40	6,716.51		82,873.21		97,504.12	47.00
Winona Bridge Railway Company	19,819.14	18,855.67	41.20	67,208.71	9,946.68	115,871.40	71.05
Wisconsin Central Railway Company							
Wisconsin, Minnesota & Pacific Railway Company							
	\$322,580.88	\$226,049.15	\$1,223.35	\$1,163,863.28	\$57,252.14	\$1,800,968.80	

TABLE XVI(v).  
PERCENTAGE OF OPERATING EXPENSES TO EARNINGS FOR ENTIRE LINES FOR TEN YEARS.

NAME OF RAILROAD	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
<b>Minnesota &amp; Manitoba Railroad Co.</b>										
Canadian Northern Railway Co.	64.63	62.99	40.70	64.37	72.43	64.95	66.46	67.44	69.14	70.65
Chicago Burlington & Quincy Railroad Co.	79.10	63.65	69.00	71.21	71.09	120.62	71.71	67.45	69.93	66.59
Chicago Great Western Railroad Co.		76.56	71.47	79.52	84.80	89.05	87.96	74.83	82.24	73.28
Chicago Milwaukee & St. Paul Railway Co.	62.64	61.47	62.63	65.07	65.28	64.66	69.07	62.40	75.64	68.90
Chicago & North-Western Railway Co.	66.61	65.59	62.84	65.87	65.87	65.46	70.31	70.76	71.51	70.15
Chicago, Rock Island & Pacific Railway Co.	72.90	71.75	69.92	72.62	72.62	69.65	73.07	71.98	72.55	74.03
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	62.78	61.09	60.75	65.31	66.40	65.30	65.51	66.48	69.15	69.95
Dubuque & Sioux City Railroad (Illinois Central)	89.57	75.98	66.80	69.67	69.56	67.46	75.06	72.69	80.17	77.81
Duluth Belt Line.....		94.32							80.04	96.55
Duluth & Iron Range Railroad Co.	45.94	33.15	33.20	40.07	43.45	38.52	36.55	42.64	45.52	46.68
Duluth, Missoula & Northern Railway Co.		36.05	35.58	38.38	37.63	33.26	29.96	40.56	45.82	44.87
Duluth & Northeastern Railroad Co.	49.61	104.50	81	88.67	99.31	86.53	62.41	68.46	94.63	78.00
Duluth & Northern Minnesota Railway Co.	87.63	90.67	77.22	91.27	74.99	69.00	68.42	73.61	71.50	71.31
Duluth, Rainy Lake & Winnipeg Railway Co.				61.21	81.00	100.00		72.20	60.20	
Duluth, Winnipeg & Pacific Railway Company				70.08	75.51	72.79	68.72	72.07	75.98	65.26
Duluth, South Shore & Atlantic Railway Co.	69.30	68.44	67.29	62.01	*	60.43	60.53	61.34	56.85	79.83
Duluth Terminal Railway Co.	43.80	42.46	40.51	42.01	66.34					
Great Northern Railway Co.	49.85	48.40	49.67	58.65	69.47	68.91	65.29	68.91	66.29	58.27
Great Northern & Western Railway Co.	63.45	59.50	94.45	62.68	69.47	81.96	77.15	72.09	75.39	66.19
Mason City & Western Railway Co.	79.56	79.61	71.60	67.06	70.91					
Minneapolis Eastern Railway Co.	72.29	69.14	43.97	37.65	*	70.24				
Minneapolis & Rainy Railway Co.	63.95	42.77	38.60	46.79	48.54	97.22	51.65	52.12	48.17	47.77
Minneapolis, Red Lake & Manitoba Railway Co.		65.26	101.40	92.33	73.07	89.96	78.25	60.04	43.96	84.36
Minneapolis, St. Louis & Northern Railway Co.	59.70	35.11	80	117.70	90.32	64.23	64.22	72.05	67.54	83.30
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	55.88	59.24	57.21	61.61	69.22	68.22	69.33	69.16	78.29	69.10
Minneapolis Western Railway Co.	67.51	55.88	50.96	58.70	64.29	48.94	57.37	58.48	60.47	59.47
Minnesota, Dakota & Western Railway Co.		64.94	68.17	79.12	76.36	84.63	84.25	79.98	97.69	80.79
Big Fork & International Falls Railway Company							61.90	55.25	67.85	108.74
Minnesota & International Railway Co.	56.70	67.00	60.80	57.20	62.53	65.75	59.97	58.80	54.31	65.93
Minnesota & North Wisconsin Railway Co.	62.19	49.02	49.19	70.63	86.13	76.63	56.83	89.44	85.04	
Mississippi Transfer Railway Co.	1,000.40	1,093.72	949.90	1,675.10	2,249.01	1,084.23	2,011.65	84.08	6.36	3.07
Mississippi, Hill City & Western Railway Company							65.54	82.85	92.61	103.50
Northern Pacific Railway Co.	52.26	52.95	50.76	54.94	58.42	55.54	55.85	61.20	53.25	61.47
Railway Transfer of Minneapolis		89.60	86.90	90.20	51.96	54.95		79.02	47.99	47.00
St. Paul Bridge & Terminal Railway Co.					*				69.21	71.05
Winona Bridge Ry. Co.	25.04	28.33	12.66	9.64						
Wisconsin Central Railway Company	67.21	65.80	64.05	62.77	70.01	67.98				
Wisconsin, Minnesota & Pacific Railroad Co.	59.59	56.46	51.19	57.47	74.43	71.92				

\*10 Months.

TABLE XVII.  
SUMMARY OF REVENUES AND EXPENSES OF OUTSIDE OPERATIONS AND OTHER PROPERTIES—ENTIRE LINES—  
YEAR ENDING JUNE 30, 1913

NAME OF ROAD	A—Outside Operations			B—Other Properties			
	Revenues	Expenses	Net Revenue or Deficit	Revenue or Income	Expenses	Net Income or Loss	Taxes
Minnesota & Manitoba Railway Company.....							
Canadian Northern Railway Company.....	\$909,697.13	\$1,037,388.14	*\$127,691.01	\$8,995.65	\$4,979.80	\$4,015.85	\$11,377.88
Chicago, Burlington & Quincy Railroad Company.....	99,360.29	97,067.15	2,293.14				232.88
Chicago Great Western Railroad.....	1,521,807.59	1,432,484.11	89,383.48	217,824.85	15,212.18	202,612.67	77,064.93
Chicago, Milwaukee & St. Paul Railway Company.....	865,983.09	854,686.74	11,296.35	630,865.66	21,977.71	608,887.95	87,361.04
Chicago & Northwestern Railway Company.....	473,142.71	656,553.29	*\$183,410.58				76,796.92
Chicago, Rock Island & Pacific Railway Company.....	195,493.42	200,305.04	*\$4,811.62	26,016.28	4,880.14	21,136.14	11,472.52
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....							
Dubuque & Sioux City Railway Company (Ill. Central).....							
Duluth Belt Line.....							
Duluth & Iron Range Railroad Company.....	\$4,273.47	58,040.15	26,233.32	139,211.27	60,370.37	78,840.90	24,004.59
Duluth, Missabe & Northern Railway Company.....	79,329.92	50,235.02	29,094.90	8,613.78	8,264.67	349.11	1,079.13
Duluth & Northeastern Railroad Company.....							
Duluth & Northern Minnesota Railway Company.....							
Duluth, Rainy Lake & Winnipeg Railway Company.....							
Duluth, Winnipeg & Pacific Railway Company.....							
Duluth, South Shore & Atlantic Railway Company.....	82,840.73	78,168.41	4,672.32	3,384.44	694.92	2,689.52	896.68
Duluth Terminal Railway Company.....							
Great Northern Railway Company.....	1,361,739.86	1,240,216.94	121,522.92	75,430.91	33,101.24	42,329.67	71,313.43
Green Bay & Western Railway Company.....							
Mason City & Ft. Dodge Railway Company.....							
Minneapolis Eastern Railway Company.....							
Minneapolis & Rainy River Railway Company.....							
Minneapolis, Red Lake & Manitoba Railway Company.....							
Minneapolis, St. Louis & Sault Ste. Marie Railway Company.....	2,269.23	2,631.48	*\$362.25				
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	540,875.04	413,256.71	127,618.33				
Minneapolis Western Railway Company.....							
Minnesota, Dakota & Western Railway Company.....							
Minnesota & International Falls Railway Company.....							
Minnesota & North Wisconsin Railway Company.....							
Minnesota Transfer Railway Company.....	17,184.16	15,368.36	1,815.80				
Mississippi, Hill City & Western Railway Company.....							
Northern Pacific Railway Company.....	1,922,992.12	1,614,171.84	308,820.28	19,838.38		19,838.38	
Railway Transfer of Minneapolis.....							
St. Paul Bridge & Terminal Railway Company.....							
Winona Bridge Railway Company.....							
Wisconsin Central Railway Company.....							
Wisconsin, Minnesota & Pacific Railway Company.....							
	\$8,157,048.76	\$7,750,573.38	\$406,475.38	\$1,130,181.22	\$149,481.03	\$980,700.19	\$362,500.00

\*Deficit.

†Loss.

TABLE XVIII.  
RENTS RECEIVABLE, ENTIRE LINES, YEAR ENDING JUNE 30, 1913

NAME OF ROAD	From Joint Facilities	From Lease of Road	Miscellaneous Rents	Miscellaneous Income		
				Gross Income	Expenses	Net Miscellaneous Income
Minnesota & Manitoba Railway Co.		\$26,400.00				
Canadian Northern Railway Co.	\$532,691.13			\$167,893.97	\$140,407.95	\$27,486.02
Chicago, Burlington & Quincy Railroad	16,087.56	2,976.36	\$268.47	31,771.61		31,771.61
Chicago, Great Western Railroad	253,113.85		991,236.29	94,303.51		94,303.51
Chicago, Milwaukee & St. Paul Railway Co.	121,021.69	3,367.85		94,715.02	26,608.88	68,106.74
Chicago & Northwestern Railway Co.	466,083.80		649.02	95,709.54		95,709.54
Chicago, Rock Island & Pacific Railway Co.	116,003.09		328.78	22,486.14	2,233.95	20,252.19
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	49,592.09		2,287.40	23,098.00		23,098.00
Dubuque & Sioux City Railroad (Illinois Central)				35.00		35.00
Duluth Belt Line	60.00			1,419.27		1,419.27
Duluth & Iron Range Railroad Co.	16,638.54		33.25	1,409.48	1,376.84	32.64
Duluth, Missabe & Northern Railway Co.						
Duluth & Northern Railroad Co.						
Duluth & Northern Minnesota Railway Co.	5,409.75					
Duluth, Rainy Lake & Winnipeg Railway Co.		100,000.00				
Duluth, Winnipeg & Pacific Railway Company						
Duluth, South Shore & Atlantic Railway Co.	9,873.86			1,096.19		1,096.19
Duluth Terminal Railway Co.	24,190.00					
Great Northern Railway Co.	463,270.81	2,051.00	5,652.85	246,092.99	15,973.22	230,119.77
Green Bay & Western Railway Co.	559.00					
Mason City & Ft. Dodge Railway Co.		480,000.00				
Minneapolis Eastern Railway Co.						
Minneapolis & Rainy River Railway Co.						
Minneapolis, Red Lake & Manitoba Railway Co.						
Minneapolis, Red Lake & Manitoba Railway Co.	165,898.88	2,000.00				
Minneapolis, St. Louis & Railroad Co.	109,731.86			5,163.57		5,163.57
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	1,062.80			4,065.30		4,065.30
Minneapolis Western Railway Co.						
Minnesota, Dakota & Western Railway Company		4,401.56	225.32			
Big Fork & International Falls Railway Co.	11,699.10					
Minnesota & International Falls Railway Co.	960.60					
Minnesota & North Wisconsin Railway Co.						
Minnesota Transfer Railway Co.	94,009.50					
Mississippi, Hill City & Western Railway Co.						
Northern Pacific Railway Co.	1,656,276.00	287,426.16	6,120.09	333,448.55	44,249.39	289,197.16
Railway Transfer of Minneapolis				50.00		50.00
St. Paul Bridge & Terminal Railway Company	44,741.16		3,054.65	15.00		15.00
Winona Bridge Railway Co.	30,360.99					
Wisconsin Central Railway Co.		249,280.00				
Wisconsin, Minnesota & Pacific Railway Co.						
	\$4,180,360.00	\$1,157,965.93	\$979,865.12	\$1,123,371.74	\$230,850.23	\$892,521.51

TABLE XVIII(a).  
RENTS PAYABLE. ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	For Joint Facilities	For Lease of Roads				Miscellaneous Rents	Other Deductions From Income
		Guaranteed Interest on Bonds	Guaranteed Dividends on Stocks	Cash	Total		
<b>Minnesota &amp; Manitoba Railway Co.</b>							
Canadian Northern Railway Co.	\$1,138,088.86			\$238,960.00	\$238,960.00	\$19,049.16	
Chicago, Burlington & Quincy Railroad Co.	553,582.63	\$712,440.00			712,440.00	32,191.90	\$919.46
Chicago Great Western Railroad Co.	388,607.72					13,089.51	
Chicago, Milwaukee & St. Paul Railway Co.	376,045.07			175,262.99	175,262.99	68,192.20	*20,316.55
Chicago & Northwestern Railway Co.	1,420,167.17	1,412,894.00	\$7,362.00	174,573.65	1,594,829.65	4,101.92	
Chicago, Rock Island & Pacific Railway Co.	333,926.51					1,963.28	
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	110,705.43			87,616.69	87,616.69	259.00	200.00
Dubuque & Sioux City (Illinois Central)							
Dubuque Belt Line							
Duluth & Iron Range Railroad Co.	46,141.83					494.96	419.18
Duluth, Missabe & Northern Railway Co.	25,210.56					257.00	
Duluth & Northeastern Railroad Co.							
Duluth & Northern Minnesota Railway Co.							
Duluth, Rainy Lake & Winnipeg Railway							
Duluth, Winnipeg & Pacific Railway Company	11,854.86	100,000.00			100,000.00	1,450.10	12,000.00
Duluth, South Shore & Atlantic Railway Co.	40,070.83					76.00	
Duluth Terminal Railway Co.	771,758.76			1,110.00	1,110.00	24,208.61	1.73
Great Northern Railway Co.	21,580.02						
Green Bay & Western Railway Co.							
Mason City & Fort Dodge Railway Co.	150.00					15.00	
Minneapolis & Eastern Railway Company							2,500.00
Minneapolis & Rainy River Railway Co.							50.00
Minneapolis & St. Louis Valley Railroad Co.							
Minneapolis & St. Paul & Sault Ste. Marie Railway Co.	126,975.90	170,780.00		107,087.31	277,867.31	2,213.21	378.00
Minneapolis & Western Railway Co.	207,890.98			3,562,069.42	3,562,069.42	180.00	543.16
Minneapolis Western Railway Co. Company	2,500.00					1,250.02	
Minneapolis, Dakota & Western Railway Co.							
Big Fork & International Falls Railway Co.	3,101.50						
Minnesota & International Falls Railway Co.							
Minnesota & North Wisconsin Railway Co.	141.22						
Mississippi, Hill City & Western Railway Co.						350.00	1.00
Northern Pacific Railway Co.	387,409.14	74,120.00		51,331.86	126,451.86	9,364.06	482.73
Railway Transfer of Minneapolis	6,950.00			61,117.93	61,117.93		
St. Paul Bridge & Terminal Railway Company	2,871.96						
Winona, Bridge & Terminal Railway Co.							
Wisconsin Central Railway Co.	435,886.58						
Wisconsin, Minnesota & Pacific Railway Co.							
	\$6,615,178.25	\$2,470,234.00	\$7,362.00	\$4,459,129.85	\$6,936,725.85	\$189,288.94	\$50,227.32

\*Credit

TABLE XIX.  
HIRE OF EQUIPMENT—ENTIRE LINES—FOR YEAR ENDING JUNE 30, 1913

NAME OF ROAD	A. Equipment Leased		B. Equipment Interchanged		C. Private Cars	
	Amount Receivable	Amount Payable	Amount Receivable	Amount Payable	Amount Receivable	Amount Payable
Minnesota & Manitoba Railway Company.....	\$57,430.75		\$608,350.10	\$824,325.83		\$3,893.16
Canadian Northern Railway Company.....			4,506,206.97	3,973,412.32		470,113.78
Chicago, Burlington & Quincy Railroad Company.....		\$27,389.14	1,121,815.52	906,592.12		130,929.74
Chicago Great Western Railroad.....			3,346,833.30	4,187,727.83		472,161.50
Chicago, Milwaukee & St. Paul Railway Company.....			3,826,376.67	3,996,114.63		404,330.30
Chicago & Northwestern Railway Company.....		101,156.29	3,607,469.43	3,816,658.75		531,889.57
Chicago, Rock Island & Pacific Railway Company.....			1,023,939.62	1,010,914.66		64,314.87
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....			4,271,270.23	3,884,014.97		795,411.99
Dubuque & Sioux City Railway Company (Ill. Central)	3,500.00	126,756.41				
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....	17,941.10	1,931.07	16,812.65	32,792.00		796.84
Duluth, Missabe & Northern Railway Company.....	37,161.00	13.21	26,865.56	47,068.98		854.73
Duluth & Northeastern Railroad Company.....	6,580.70		1,931.60	10,672.65		2.31
Duluth & Northern Minnesota Railway Company.....				2,471.95		2.94
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Winnipeg & Pacific Railway Company.....						
Duluth, South Shore & Atlantic Railway Company.....	7,911.09	75,209.50	30,341.52	94,264.07		589.85
Duluth, Terminal Railway Company.....			132,311.68	209,291.59		6,417.03
Great Northern Railway Company.....	11,147.80		1,548,352.13	1,503,978.83		140,449.19
Great Bay & Western Railway Company.....			105,425.20	85,214.37		2,741.51
Mason City & Ft. Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....	2,920.00		388.10	68.00		
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company.....				1,635.50		
Minneapolis & St. Louis Railroad Company.....		10,027.80	672,692.22	783,201.44		40,486.00
Minneapolis, St. Paul & South Ste. Marie Railway Company.....			1,390,871.22	1,220,048.99		146,108.97
Minneapolis Western Railway Company.....				626.55		
Minnesota, Dakota & Western Railway Company.....	14,692.60	870.97	1,208.70	8,290.35		2.45
Big Fork & International Falls Railway Company.....			5,124.54	26,390.98		165.11
Minnesota & International Falls Railway Company.....						
Minnesota & North Wisconsin Railway Company.....	49,193.90	112,355.87		889.28		
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....				2,244.10		
Northern Pacific Railway Company.....				210.10		
Railway Transfer of Minneapolis.....	467,416.15	52,024.05	1,976,839.88	1,890,969.83		185,133.11
St. Paul Bridge & Terminal.....		4,767.90				
Wisconsin Bridge Railway Company.....	1,741.09	3,900.00		637.30		
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....						
	\$677,642.18	\$577,353.11	\$28,445,106.84	\$28,522,088.60		\$3,401,804.65



TABLE XIX—Continued.  
HIRE OF EQUIPMENT—ENTIRE LINES—FOR YEAR ENDING JUNE 30, 1913

NAME OF ROAD	Total		Balance	
	Amount Receivable	Amount Payable	Amount Receivable	Amount Payable
Minnesota & Manitoba Railway Company.....	\$665,986.85	\$833,218.96		\$167,232.14
Canadian Northern Railway Company.....	4,509,268.97	4,443,326.11	\$65,740.87	
Chicago, Burlington & Quincy Railroad Company.....	1,121,815.52	1,064,911.04	56,904.52	
Chicago Great Western Railroad.....	3,546,833.30	4,059,889.38		1,113,056.03
Chicago, Milwaukee & St. Paul Railway Company.....	3,826,576.67	4,400,444.98		573,868.26
Chicago & Northwestern Railway Company.....	3,697,469.43	4,509,704.61		902,235.18
Chicago, Rock Island & Pacific Railway Company.....	1,023,939.62	1,075,229.53		51,269.91
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	4,274,770.23	4,806,183.37		531,413.14
Dubuque & Sioux City Railway Company (Illinois Central).....				766.16
Duluth Belt Line.....	34,753.75	35,519.91		
Duluth & Iron Range Railroad Company.....	64,026.56	47,936.92	16,089.64	
Duluth, Missabe & Northern Railway Company.....	8,512.30	10,074.96		2,162.66
Duluth & Northeastern Railroad Company.....		2,474.56		2,474.59
Duluth & Northern Minnesota Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....	30,341.52	170,153.42		136,811.90
Duluth, Winnipeg & Pacific Railway Company.....	160,422.77	215,708.62		55,285.85
Duluth, South Shore & Atlantic Railway Company.....		1,044,428.02		84,928.09
Duluth, Terminal Railway Company.....	1,539,499.93	87,955.88	17,469.32	
Great Northern Railway Company.....	105,425.20			
Green Bay & Western Railway Company.....		68.60		68.60
Mason City & Ft. Dodge Railway Company.....	3,308.10		3,308.10	
Minneapolis Eastern Railway Company.....		1,635.50		1,635.50
Minneapolis & Rainy River Railway Company.....	672,692.22	835,725.24		163,033.02
Minneapolis, Red Lake & Manitoba Railway Company.....	1,390,871.22	1,366,157.96	24,713.26	
Minneapolis & St. Louis Railroad Company.....		626.95		626.55
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....		9,163.77	6,737.53	
Minneapolis Western Railway Company.....	15,901.30	26,556.06		21,431.55
Minnesota, Dakota & Western Railway Company.....	5,124.54	113,245.15		64,051.25
Big Fork & International Falls Railway Company.....	49,193.90			
Minnesota & Northern Wisconsin Railway Company.....				
Minnesota Transfer Railway Company.....		2,244.19		2,244.19
Mississippi, Hill City & Western Railway Company.....		210.10		210.10
Northern Pacific Railway Company.....	2,444,256.03	2,128,067.80	315,288.14	
Northern Transfer of Minneapolis.....		4,727.90		4,727.90
St. Paul Bridge & Terminal Railway Company.....	1,741.06	4,537.30		2,796.21
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....				
	\$29,122,749.02	\$32,501,826.42	\$506,251.38	\$3,885,328.78

TABLE XX.  
COMPARATIVE GENERAL BALANCE SHEET—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—ASSETS.

NAME OF ROAD	Property Investment Road and Equipment	Securities	Other Investments	Working Assets
Minnesota, & Manitoba Railway Co.	\$999,000.00	\$8,294,006.87		\$33,315,956.29
Canadian Northern Railway Co.	221,257,996.74	27,798,049.83		33,871,487.02
Chicago, Burlington & Quincy Railroad Co.	392,637,058.50	32,321,651.13		5,161,387.19
Chicago Great Western Railroad	108,032,516.45	342,992.90		250,459.98
Chicago, Milwaukee & St. Paul Railway Co.	510,930,009.91	10,130,895.31		192,771,208.53
Chicago & Northwestern Railway Co.	331,969,536.02	32,984,013.15		46,489,253.45
Chicago, Rock Island & Pacific Railway Co.	229,711,394.65	41,639,163.55		39,865,771.56
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	70,961,479.79	206,200.00		9,619,107.81
Dubuque & Sioux City (Illinois Central) Railroad Co.	30,773,784.16		169,509.32	1.00
Duluth Belt Line	96,916.89			
Duluth & Iron Range Railroad Co.	21,351,004.40		68,140.22	5,416,789.12
Duluth, Missabe & Northern Railway Co.	25,729,962.04		116,518.64	8,145,304.32
Duluth & Northwestern Railroad Co.	885,173.59			22,729.28
Duluth & Northern Minnesota Railway Co.	1,862,718.37			351,956.19
Duluth, Rainy Lake & Winnipeg Railway	4,090,254.03			
Duluth, Winnipeg & Pacific Railway Company	12,568,771.32			
Duluth, South Shore & Atlantic Railway Co.	47,659,250.44	1,111,116.70		412,072.61
Duluth Terminal Railway Co.	406,735.33			1,215,759.81
Great Northern Railway Co.	341,344,257.38	48,781,149.12	115,147.09	148,788.44
Green Bay & Western Railway Co.	9,918,470.19	97,577.63	146,591,186.07	80,869,105.47
Mason City & Ft. Dodge Railway Co.	44,588,487.71			436,863.08
Minneapolis Eastern Railway Co.	269,325.63		340,600.00	
Minneapolis & Rainy River Railway Co.	1,493,580.11			38,034.23
Minneapolis, Red Lake & Manitoba Railway Co.	583,242.63			140,306.84
Minneapolis, St. Louis & Railroad Co.	63,097,752.44	2,515,113.85		20,121.32
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	108,978,817.71	17,032,657.25		4,635,906.07
Minneapolis Western Railway Co.	746,724.82		2,435,596.48	11,966,249.20
Minnesota, Dakota & Western Railway Company	1,204,851.65	312,500.00		9,582.13
Big Fork & International Falls Railway Co.	907,373.98			96,030.73
Minnesota & International Railway Co.	2,607,572.13	404,800.24		50,702.90
Minnesota & North Wisconsin Railway Co.	802,234.44		18,325.80	1,047,694.39
Minnesota Transfer Railway Co.	2,080,567.72			
Mississippi, Hill City & Western Railway Co.	253,144.65	47,757,255.94		56,716.68
Northern Pacific Railway	418,953,386.17			21,587.76
Railway Transfer of Minneapolis			136,007,059.93	49,525,225.25
St. Paul Bridge & Terminal Railway Company	347,857.38			40,175.23
Winona Bridge Railway Co.	791,343.23			52,123.83
Wisconsin Central Railway Co.	61,667,830.07	150,000.00		88,662.91
Wisconsin, Minnesota & Pacific Railway Co.	12,082,383.88		3,638,328.87	7,431,261.08
	\$3,094,976,766.53	\$239,637,492.34	\$358,563,161.08	\$533,333,921.92

TABLE XX—Continued.  
COMPARATIVE GENERAL BALANCE SHEET—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—ASSETS

NAME OF ROAD	Accrued Income Not Due	Deferred Debit Items	Profit and Loss Balance	Grand Total
Minnesota & Manitoba Railway Co.				\$999,000.00
Canadian Northern Railway Co.				292,867,959.90
Chicago, Burlington & Quincy Railroad Co.		27,000,706.00		484,928,052.48
Chicago Great Western Railroad Co.	1,253.61	2,277,306.27		116,065,916.40
Chicago, Milwaukee & St. Paul Railway Co.	84,390.84	9,425,218.71		755,617,923.22
Chicago & Northwestern Railway Co.		10,498,784.55		440,732,134.53
Chicago, Rock Island & Pacific Railway Co.		8,259,293.25		335,123,977.58
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	1,212,164.32	8,508,871.41		81,465,168.33
Dubuque & Sioux City (Illinois Central) Railroad Co.		1,382,674.53		32,156,459.69
Duluth Belt Line			89,565.65	186,482.54
Duluth & Iron Range Railroad Co.		3,740,414.80		35,576,348.54
Duluth, Mesabe & Northern Railway Co.		3,863,222.14		37,855,007.31
Duluth & Northeastern Railroad Co.		7,121.55		915,024.42
Duluth & Northern Minnesota Railway Co.				2,214,674.56
Duluth, Rainy Lake & Winnipeg Railway Co.				4,099,254.03
Duluth, Winnipeg & Pacific Railway Company				12,980,843.92
Duluth, South Shore & Atlantic Railway Co.		49,776.22	4,687,548.31	54,838,598.57
Duluth Terminal Railway Co.				555,523.77
Great Northern Railway Co.		3,541,066.41		621,126,764.45
Great Bay & Western Railway Co.		2,669.04		10,465,579.94
Mason City & Ft. Dodge Railway Co.		422,247.26		45,351,334.97
Minneapolis Eastern Railway Co.				307,359.80
Minneapolis & Rainy River Railway Co.		297.21	79,688.08	1,713,872.24
Minneapolis, Red Lake & Manitoba Railway Co.	9,652.05	3,004.53	303,982.68	910,351.16
Minneapolis & St. Louis Railroad Co.		808,752.66		71,127,177.07
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	123,951.11	3,389,992.42		143,927,264.17
Minneapolis Western Railway Co.			106,416.41	862,723.36
Minnesota, Dakota & Western Railway Company		23,077.45	53,170.84	1,689,630.67
Big Fork & International Falls Railway Co.		140.50	135,234.90	1,093,452.28
Minnesota & International Falls Railway Co.	7,420.00	1,625.43		4,177,437.99
Minnesota & North Wisconsin Railway Co.			802,234.44	
Minnesota Transfer Railway Co.			2,179,651.06	300,977.91
Mississippi, Hill City & Western Railway Co.		3,120.41	36,246.25	2,179,651.06
Northern Pacific Railway Co.		6,403,706.70	26,245.50	658,811,819.31
Railway Transfer of Minneapolis				40,175.23
St. Paul Bridge & Terminal Railway Company		65,540.00		465,521.21
Winona Bridge Central Railway Co.				880,006.14
Wisconsin Central Railway Co.	216.06	1,255,057.90		74,142,694.58
Wisconsin, Minnesota & Pacific Railway Co.		158,572.53	84,200.00	12,325,156.41
	\$1,599,233.91	\$83,152,259.88	\$5,605,298.62	\$4,306,900,134.28

TABLE XX(a).  
COMPARATIVE GENERAL BALANCE SHEET—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—LIABILITIES

NAME OF ROAD	Stock	Mortgage Bonded and Secured Debt	Working Liabilities	Accrued Liabilities Not Due
Minnesota & Manitoba Railway Co.	\$400,000.00	\$599,000.00	\$27,313,433.33	\$511,988.18
Canadian Northern Railway Co.	77,000,000.00	151,264,153.74	11,468,694.07	1,605,011.55
Chicago, Burlington & Quincy Railroad Co.	110,839,100.00	206,135,000.00	2,609,056.65	701,174.57
Chicago Great Western Railroad	86,268,315.00	23,000,000.00	14,449,876.91	5,810,589.39
Chicago, Milwaukee & St. Paul Railway Co.	232,623,100.00	455,848,966.30	10,436,743.25	1,990,783.35
Chicago & Northwestern Railway Co.	154,884,143.29	232,570,000.00	10,817,964.66	3,684,810.82
Chicago, Rock Island & Pacific Railway Co.	75,000,000.00	231,771,000.00	2,771,226.89	1,934,319.74
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	34,050,126.62	37,598,016.02	171,396.18	65,375.00
Dubuque & Sioux City (Illinois Central) Railroad Co.	11,759,500.00	18,777,303.09		
Duluth Belt Line	138,500.00	47,982.54		
Duluth & Iron Range Railroad Co.	3,000,000.00	13,151,000.00	333,128.34	243,120.08
Duluth, Missabe & Northern Railroad Co.	4,112,500.00	13,511,000.00	700,114.81	171,543.19
Duluth & Northeastern Railroad Co.	560,154.16		233,911.85	5,427.11
Duluth & Northern Minnesota Railway Co.	200,000.00		1,662,718.37	
Duluth, Rainy Lake & Winnipeg Railway Co.	2,000,000.00	2,000,000.00		
Duluth, Winnipeg & Pacific Railway Company	6,000,000.00	6,537,666.00		
Duluth, South Shore & Atlantic Railway Co.	22,000,000.00	20,679,200.00		
Duluth Terminal Railway Co.	400,000.00			
Great Northern Railway Co.	222,940,296.00	293,444,409.09	369,960.46	331,309.58
Green Bay & Western Railway Co.	10,100,000.00		11,757,142.91	
Mason City & Ft. Dodge Railway Co.	32,841,152.00		6,735.33	
Minneapolis Eastern Railway Co.	125,000.00	12,000,000.00	15,873,186.01	2,286,338.84
Minneapolis & Rainy River Railway Co.	1,700,000.00	150,000.00	510,134.64	
Minneapolis, Red Lake & Manitoba Railway Co.	100,000.00		5,530.31	1,492.55
Minneapolis, St. Louis Railroad Co.	21,287,700.00	43,986,094.61	7,200.74	4,505.47
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	37,822,536.04	84,702,000.00	107,168.42	1,710.78
Minneapolis Western Railway Co.	750,000.00		2,941,760.82	751,285.41
Minnesota, Dakota & Western Railway Company	500,000.00	1,025,254.99	5,744,449.66	749,628.03
Big Fork & International Falls Railway Co.	10,000.00	871,991.52	111,889.33	809.03
Minnesota & North Wisconsin Railway Co.	500,000.00	2,145,000.00	160,233.61	3,020.56
Minnesota Transfer Railway Co.	70,000.00		159,360.91	3,584.72
Mississippi, Hill City & Western Railway Co.	101,080.00	2,020,103.86	216,610.43	25,791.56
Northern Pacific Railway Co.	248,000,000.00	299,966,000.00	637,402.68	38,477.11
Railway Transfer of Minneapolis			21,985.79	1,936.35
St. Paul Bridge & Terminal Railway Company	10,000.00		122,961.56	7,014,953.70
Winona Bridge Railway Co.	400,000.00		11,492,032.32	4,839.67
Wisconsin Central Railway Co.	30,000,000.00	41,601,878.00	35,335.56	4,035.45
Wisconsin, Minnesota & Pacific Railway Co.	5,893,400.00	6,232,000.00	11,838.15	
			514,770.37	140,760.59
			199,776.41	
	\$1,434,405,903.10	\$2,208,215,050.06	\$134,100,000.48	\$28,141,594.40

TABLE XX(a).—Continued  
COMPARATIVE GENERAL BALANCE SHEET—ENTIRE LINES—YEAR ENDING JUNE 30 1913—LIABILITIES

NAME OF ROAD	Deferred Credit Items	Appropriated Surplus	Profit and Loss Balance	Grand Total
Minnesota & Manitoba Railway Company.....			\$6,778,384.65	\$999,000.00
Canadian Northern Railway Company.....	\$2,727,980.99	\$58,114,010.11	91,039,153.76	262,867,959.90
Chicago, Burlington & Quincy Railroad Company.....	833,406.99		2,053,963.19	454,928,932.48
Chicago Great Western Railroad.....	415,150.12	3,082,847.39	43,417,093.08	116,065,916.40
Chicago, Milwaukee & St. Paul Railway Company.....	435,071.26	3,970,049.03	36,138,744.36	755,617,623.22
Chicago & Northwestern Railway Company.....	2,688,700.20	64,367.76	11,097,134.14	440,732,134.53
Chicago, Rock Island & Pacific Railway Company.....	322,078.64	197,350.03	4,592,020.39	335,123,977.58
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....		1,382,430.71	454.71	81,465,168.33
Dubuque & Sioux City (Illinois Central) Railroad Company.....				32,156,439.09
Duluth Belt Line.....				186,482.54
Duluth & Iron Range Railroad Company.....	236,057.33	11,479,152.27	2,133,890.52	30,576,348.54
Duluth, Missabe & Northern Railway Company.....	282,066.84	12,705,216.78	4,309,563.72	37,855,007.34
Duluth & Northeastern Railroad Company.....	14.22		115,517.08	915,024.42
Duluth & Northern Minnesota Railway Company.....			351,936.19	2,214,674.56
Duluth, Rainy Lake & Winnipeg Railway Company.....		99,254.03	73,217.47	4,089,234.03
Duluth, Winnipeg & Pacific Railway Company.....	20,946.08			12,980,543.93
Duluth, South Shore & Atlantic Railway Company.....	148,788.44			54,838,598.57
Duluth Terminal Railway Company.....	12,491.33			555,523.17
Great Northern Railway Company.....	1,296,595.26	23,802,787.78	61,474,131.47	621,120,164.45
Green Bay & Western Railway Company.....	48.33	26,000.00	247,183.27	10,455,379.04
Mason City & Ft. Dodge Railway Company.....				45,351,354.87
Minneapolis Eastern Railway Company.....			25,337.00	307,559.86
Minneapolis & Rainy River Railway Company.....	2,166.03			1,713,372.74
Minneapolis, Red Lake & Manitoba Railway Company.....	1,571.96			71,197,371.07
Minneapolis & St. Louis Railroad Company.....	424,252.48		1,736,070.45	143,957,284.17
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	226,892.80	213,314.34	11,468,468.22	869,793.36
Minneapolis Western Railway Company.....	125.00			1,696,630.67
Minnesota, Dakota & Western Railway Company.....	1,121.48			1,093,432.28
Big Fork & International Falls Railway Company.....		48,515.13		4,177,437.09
Minnesota & International Falls Railway Company.....		563,046.55	726,063.15	809,234.44
Minnesota & North Wisconsin Railway Company.....		154,831.76		2,170,651.06
Minnesota Transfer Railway Company.....	497.52	25,586.78		300,977.91
Mississippi, Hill City & Western Railway Company.....				658,811,819.31
Northern Pacific Railway Company.....	2,237,285.06	6,401,777.78	83,699,770.45	40,175.23
Railway Transfer & Terminal Company.....				485,591.21
St. Paul Bridge & Terminal Railway Company.....	13,417.67		5,209.94	880,096.14
St. Paul, Bridge & Terminal Railway Company.....			95,743.79	74,142,694.58
Wisconsin Central Railway Company.....		22,569.02	1,962,370.00	12,325,156.41
Wisconsin, Minnesota & Pacific Railway Company.....				\$4,306,900,134.28
	\$12,327,114.09	\$122,360,027.55	\$367,341,645.60	

TABLE XXI.  
EMPLOYEES AND THEIR SALARIES—ENTIRE LINES—YEAR ENDING JUNE 30, 1913

NAME OF ROAD	General Officers	Other Officers	General Office Clerks	Station Agents	Other Station Men	Engine- men	Fire- men	Con- ductors	Other Train- men	Machin- ists	Carpen- ters
Minnesota & Manitoba Railway Co.	13	53	757	408	1,868	533	699	346	1,107	504	360
Canadian Northern Railway Co.	165		2,363	1,274	3,768	1,693	1,646		3,087	1,459	3,025
Chicago, Burlington & Quincy Railroad Co.	11	52	410	246	831	284	286	193	623	405	343
Chicago, Great Western & St. Paul Railway Co.	39	114	1,663	1,131	3,721	1,987	1,854	1,293	4,271	1,222	3,943
Chicago & Northwestern Railway Co.	55	82	1,510	1,141	4,423	1,802	1,903	1,227	4,101	1,429	1,880
Chicago, Rock Island & Pacific Railway Co.	44	289	1,712	1,016	3,532	1,486	1,581	1,078	3,122	749	1,470
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	42		326	221	784	352	306	207	812	786	891
Dubuque & Sioux City (Ill. Central) Railroad Co.	11	31	236	142	614	161	186	162	316	105	7
Duluth Belt Line.	1							2			
Duluth & Iron Range Railroad Co.	6	10	53	24	99	105	195		210	40	86
Duluth, Missabe & Northern Railroad Co.	5	10	50	26	37	101	101	68	230	42	58
Duluth & Northeastern Railroad Co.	5	1	2	2	2	4	4	4	9	6	5
Duluth & Northern Minnesota Railway Co.	8		1	2	2	14	19	15	29	12	17
Duluth, Rainy Lake & Winnipeg Railway Co.											
Duluth, Winnipeg & Pacific Railway Co.	8	17	14	10	44	50	53	57	97	21	22
Duluth, South Shore & Atlantic Railway Co.	9	9	98	52	208	97	97	83	251	29	49
Duluth Terminal Railway Co.	7	1									3
Great Northern Railway Co.	33	130	1,459	773	1,893	1,505	1,649	1,750	3,754	667	845
Green Bay & Western Railway Co.											
Mason City & Ft. Dodge Railway Co.	5	1	4			1	1		4		1
Minneapolis & Eastern Railway Co.	4	3	1	2	1	1	1	1	2	1	1
Minneapolis & Rainy River Railway Co.			1	4	1	1	1		1	1	2
Minneapolis, Red Lake & Manitoba Railway Co.	14	37	227	253	327	239	236	145	388	477	210
Minneapolis & St. Louis Railroad Co.	19	63	690	424	1,074	500	500	410	1,327	486	982
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	8	1	1	1	1	2	2		1	4	
Minneapolis Western Railway Co.	4	3	3	1	3	5	9	3	9	4	1
Minnesota, Dakota & Western Railway Company.	9			2	8	9	9	9	14		4
Big Fork & International Falls Railway Co.	8	6	27	17	16	24	25	19	45	10	8
Minnesota & International Railway Co.	10										
Minnesota & North Wisconsin Railway Co.											
Minnesota Transfer Railway Co.	6	1	4	2	259	25	25	2	87	5	111
Mississippi, Hill City & Western Railway Co.	76	62	1,509	608	2,757	1,069	1,069	766	2,596	1,170	1,962
Northern Pacific Railway Co.											
Northern Transfer of Minneapolis	5			1	3	4	4	3	14		
St. Paul Bridge & Terminal Railway Company.	3	1	4						12	1	
Winona Bridge Railway Co.	4		1								
Wisconsin Central Railway Co.											
Wisconsin, Minnesota & Pacific Railway Co.											
	630	979	13,116	7,787	26,277	12,019	12,372	9,442	26,554	9,630	16,293

## RAILROAD AND WAREHOUSE COMMISSION.

TABLE XXI—Continued.  
EMPLOYES AND THEIR SALARIES—ENTIRE LINES—YEAR ENDING JUNE 30, 1913

NAME OF ROAD	Other Shopmen	Section Foremen	Other Trackmen	Switch Tenders, Crossing Tenders & Watchmen	Telegraph Operators and Dispatchers	Employees Account Floating Equipment	All Other Employees and Laborers	Total including General Officers	Less General Officers	Total Excluding General Officers
Minnesota & Manitoba Railway Co.	2,477	555	3,607	54	66		2,599	16,009	13	15,993
Canadian Northern Railway Co.	7,183	1,229	13,358	637	1,088		9,372	51,177	165	51,012
Chicago, Burlington & Quincy Railroad Co.	7,585	1,201	16,870	70	1,433		13,280	62,031	11	62,020
Chicago, Great Western & St. Paul Railway Co.	7,720	1,403	16,321	802	1,087		13,312	66,884	39	66,845
Chicago & Northwestern Railway Co.	7,300	1,406	19,329	802	1,087		13,312	66,884	39	66,845
Chicago, Rock Island & Pacific Railway Co.	3,388	243	7,282	414	1,933	3	3,616	36,179	42	36,137
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	1,014	142	1,761	24	39		1,760	9,460	42	9,418
Dubuque & Sioux City (Ill. Central) Ry. Co.			1,129					4,731	11	4,720
Duluth Belt Line										
Duluth, Iron Range Railroad Co.	398	41	597	52	36	17	73	2,713	6	2,707
Duluth, Missabe & Northern Railway Co.	399	47	1,098	32	39	13	93	3,228	5	3,223
Duluth & Northwestern Railroad Co.		10	32	2	1		4	107	5	102
Duluth & Northern Minnesota Railway Co.	31	14	124	2	2		13	307	8	299
Duluth, Rainy Lake & Winnipeg Railway Co.										
Duluth, Winnipeg & Pacific Railway Co.	160	26	339	4	9		74	1,005	8	997
Duluth, South Shore & Atlantic Railway Co.	413	120	592	51	67		338	2,569	9	2,560
Duluth, Terminal Railway Co.		1	3	1				16	7	9
Great Northern Railway Co.	6,694	1,210	13,084	464	808	3	3,802	40,523	33	40,490
Green Bay & Western Railway Co.										
Mason City & Ft. Dodge Railway Co.										
Minneapolis & Eastern Railway Co.	2	1	3	1				23	5	18
Minneapolis & Rainy River Railway Co.	1	8	38		1		6	73	4	69
Minneapolis, Red River & Manitoba Railway Co.	5	4	50	1			2	74	1	73
Minneapolis & St. Louis Railroad Co.	653	267	1,421	39	136		526	5,592	14	5,578
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	418	690	2,906	110	359		5,460	16,318	19	16,299
Minneapolis, Western Railway Co.			10					38	8	30
Minneapolis, Dakota & Western Railway Co.	14	3	40	2			8	107	4	103
Big Fork & International Falls Railway Co.			133		3		19	224	9	215
Minnesota & International Railway Co.	5	24	391	1	14		88	728	8	720
Minnesota & North Wisconsin Railway Co.								17	10	7
Minnesota Transfer Railway Co.			65	1			231	870	6	864
Mississippi Hill City & Western Railway Co.	17	2	11	20			8	44	2	42
Northern Pacific Railway Co.	4,432	1,143	13,141	333	956		4,363	38,012	76	37,936
Railway Transfer of Minneapolis		1	12	7			5	36	3	33
St. Paul Bridge & Terminal Railway Co.	6	1	45				7	88	3	85

TABLE XXI(a).  
DISTRIBUTION OF EMPLOYES AND SALARIES—ENTIRE LINES—YEAR ENDING JUNE 30, 1913

NAME OF ROAD	Maintenance of Way and Structure	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Outside Operations	Total, Including General Officers
Minnesota and Manitoba Railway Company.....	5,327	3,342	257	5,107	535	1,438	16,006
Canadian Northern Railway Company.....	51,177	Not Divided					51,177
Chicago, Burlington & Quincy Railroad Company.....	2,661	2,076	250	2,991	280	54	8,312
Chicago Great Western Railroad Company.....	62,012	Not Divided					62,012
Chicago, Milwaukee & St. Paul Railway Company.....	15,265	10,014	417	18,766	1,581	441	46,484
Chicago & Northwestern Railway Company.....	10,983	9,712	690	13,982	1,078	396	36,841
Chicago, Rock Island & Pacific Railway Company.....	3,116	1,926	138	3,495	374	111	9,160
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,693	1,138	70	1,698	132		4,731
Dubuque & Sioux City (Illinois Central).....	5						5
Duluth Belt Line.....	1,077	573	3	919	60	81	2,713
Duluth & Iron Range Railroad Company.....	1,303	515	11	1,307	37	60	3,233
Duluth, Missabe & Northern Railroad Company.....	1,302	14			7		1,307
Duluth & Northeastern Railroad Company.....	140	60		79	28		307
Duluth & Northern Minnesota Railway Company.....							
Duluth, Rainy Lake & Winnipeg Railway Company.....							
Duluth, Winnipeg & Pacific Ry.....	415	175	8	298	23	86	1,005
Duluth, South Shore & Atlantic Railway Company.....	778	449	39	1,209	57	37	2,569
Duluth Terminal Railway Company.....	7			1	8		16
Great Northern Railway Company.....	17,225	8,135	463	12,952	962	786	40,523
Green Bay & Western Railway Company.....							
Mason City & Fort Dodge Railway Company.....	4	1		9			23
Minneapolis Eastern Railway Company.....	52	5		9	7		73
Minneapolis & Rainy River Railway Company.....	54	5		13	2		74
Minneapolis, Red Lake & Manitoba Railway Company.....	1,961	1,453	80	1,939	149	1	5,592
Minneapolis & St. Louis Railroad Company.....	7,116	3,408	152	4,727	712	203	16,318
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	11	1		16	10		38
Minneapolis Western Railway Company.....	107	Not Divided					107
Minnesota, Dakota & Western Railway Company.....	151	4		60	9		224
Big Fork & International Falls Railway Company.....	444	64	4	189	27		728
Minnesota & International Falls Railway Company.....	17						17
Minnesota & North Wisconsin Railway Company.....	72	133		646	10	9	870
Minnesota Transfer Railway Company.....	44						44
Mississippi, Hill City & Western Railway Company.....	17,633	6,136	493	11,467	1,552	731	38,012
Northern Pacific Railway Company.....	13	2		44			59
Railway Transfer of Minneapolis.....	46	8		27	7		88
St. Paul Bridge & Terminal Railway Company.....				5	5		10
Winona Bridge Railway Company.....							
Wisconsin Central Railway Company.....							
Wisconsin, Minnesota & Pacific Railway Company.....							
	200,961	49,349	3,084	81,989	7,061	4,434	347,479



TABLE XXI (b)  
EMPLOYEES AND THEIR SALARIES. STATE OF MINNESOTA. YEAR ENDING JUNE 30, 1913

NAME OF ROAD	General Officers	Other Officers	General Office Clerks	Station Agents	Other Station-men	Engine-men	Fire-men	Conductors	Other Train-men	Machinists	Car-penters
Minnesota & Manitoba Railway Co.				6	16	10	11	34	60	6	
Canadian Northern Railway Co.	1		17	4	1	1	6	34	134	60	45
Chicago, Burlington & Quincy Railroad Co.				64	195	61	62	127	434	212	643
Chicago Great Western Railroad Co.		7	72	132	526	226	223	127	481	191	112
Chicago, Milwaukee & St. Paul Railway Co.		3	6	91	132	48	107	166	168	115	116
Chicago & Northwestern Railway Co.	44	115	1,712	20	90	47	38	38	112	456	305
Chicago, Rock Island & Pacific Railway Co.	29		270	69	412	110	109	14	280		
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.		1		7	5	17	19	2	30		
Duluth & Belt Line Railway Co. (Ill. Cent.)			53	24	99	105	105	66	240	40	80
Duluth & Iron Range Railroad Co.	6	10	50	26	37	101	101	68	230	42	58
Duluth, Missabe & Northern Railway Co.	5	10	50	2	2	14	4	4	9	16	5
Duluth & Northern Minnesota Railway Co.	8	1	1	2	2	14	19	15	29	12	17
Duluth, Rainy Lake & Winnipeg Railway Co.											
Duluth, Winnipeg & Pacific Ry. Co.	8	17	14	10	44	50	53	57	97	21	22
Duluth, South Shore & Atlantic Railway Co.	2	4	28			2		2	13		
Duluth Terminal Railway Co.	7										
Great Northern Railway Co.	30	50	1,319	239	809	668	766	552	1,470	274	168
Green Bay & Western Railway Co.				1	3						
Mason City & Fort Dodge Railway Co.											
Minneapolis Eastern Railway Co.	5	1	4			1	1	1	4	1	1
Minneapolis & Rainy River Railway Co.	4	3	1	2		1	1	1	2	1	1
Minneapolis, Red Lake & Manitoba Railway Co.	14		1	4		1	1	1	1	1	2
Minneapolis, St. Louis Railroad Co.		37	227	66	164	70	68	42	158	158	69
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	4	15	184	119	370	144	144	106	393	265	345
Minneapolis Western Railway Co.	8		1	1		2	2	4	4		
Minnesota, Dakota & Western Railway Co.	4	3	3	1	3	5	4	3	9	4	1
Big Fork & International Railway Co.	9			2	3	9	9	9	14	4	1
Minnesota & International Railway Co.	8	6	27	17	16	24	25	19	45	10	8
Minnesota & North Wisconsin Railway Co.	10	1				1	1	1			
Minnesota Transfer Railway Co.	6	1		2	259	25	25	2	87	5	111
Mississippi, Hill City & Western Railway Co.	2		4		2	2	2	2	2	2	11
Northern Pacific Railway Co.	60	23	1,019	122	986	287	287	146	611	442	325
Railway Transfer of Minneapolis	5			3	3	3	3	3	14		
St. Paul Bridge & Terminal Railway Co.	3	1	4	1	3	4	4	3	12	1	
Winona Bridge Railway Co.		Can Not Give.			Can Not Give.				Can Not Give.		
Wisconsin Central Railway Co.											
Wisconsin, Minnesota & Pacific Railway Co.											
Total.	289	316	5,038	1,044	4,202	2,082	2,199	1,470	4,695	2,137	2,354

TABLE XXI (b)—Continued  
EMPLOYEES AND THEIR SALARIES. STATE OF MINNESOTA. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Other Shopmen	Section Foremen	Other Trackmen	Switch Tenders and Watchmen	Telegraph Operators and Dispatchers	Employees Account Floating Equip-ment	All Other Employes and Laborers	Total including General Officers	Less General Officers	Total excluding General Officers
Minnesota & Manitoba Railway Co.								67		67
Canadian Northern Railway Co.	165	6	37	1	9		28	587	1	586
Chicago, Burlington & Quincy Railroad Co.	155	56	215	9	56		268	1,612		1,612
Chicago Great Western Railroad Co.	1,138	179	2,043	146	232		1,739	8,106		8,106
Chicago & Milwaukee & St. Paul Railway Co.	491	96	507	19	82		180	2,259		2,259
Chicago & Northwestern Railway Co.	85	43	265	5	22		662	3,337	44	3,293
Chicago, Rock Island & Pacific Railway Co.	168	66	560	17	98		566	3,573	29	3,544
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.		8	25					139		139
Dubuque & Sioux City Ry. Co. (Ill. Cent.)								5		5
Duluth Belt Line				1				2713	6	2707
Duluth & Iron Range Railroad Co.	398	44	597	52	36	17	735	3,233	5	3,228
Duluth, Missabe & Northern Railway Co.	399	57	1,028	32	39	13	937	3,233	5	3,228
Duluth & Northeastern Railroad Co.	5	10	42	2	1		4	107	5	102
Duluth & Northern Minnesota Railway Co.	31	14	124	2	2		15	307	8	299
Duluth, Rainy Lake & Winnipeg Ry. Co.										
Duluth, Winnipeg & Pacific Ry.				4	9		74	1,005	8	997
Duluth, South Shore & Atlantic Ry. Co.	160	26	339				14	68	2	66
Duluth Terminal Railway Co.		1	3	166	229		1,228	15,306	30	15,276
Great Northern Railway Co.	3,148	372	3,818					4		4
Green Bay & Western Railway Co.										
Mason City & Fort Dodge Railway Co.		1	3	1				23	5	18
Minneapolis Eastern Railway Co.	1							73	4	69
Minneapolis & Rainy River Railway Co.	2	8	38	1	1		6	74	1	73
Minneapolis, Red Lake & Manitoba Railway Co.	3	4	50	1			2	1,901	14	1,887
Minneapolis & St. Louis Railroad Co.	214	76	292	15	52		179	5,200	4	5,196
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	226	159	772	32	83		1,839	38	8	38
Minneapolis Western Railway Co.	1	1	10	2			5	107	4	103
Minnesota, Dakota & Western Railway Co.	14	3	40		3		8	224	9	215
Big Fork & International Falls Railway Co.		5	133				19	728	8	720
Minnesota & International Falls Railway Co.		24	391	1	14		88	17	10	7
Minnesota & North Wisconsin Railway Co.		1						870	6	864
Minnesota Transfer Railway Co.		1	65	20	5		231	44	2	42
Mississippi, Hill City & Western Ry. Co.	17	7	11				8	10,330	60	10,270
Northern Pacific Railway Co.		2	2,577	102	183		1,197	88	3	85
Railway Transfer of Minneapolis	1,740	223		7			Can Not Give.			
St. Paul Bridge & Terminal Railway Co.	2	1	12				Can Not Give.			
Winona Bridge Railway Co.	6	1	49				Can Not Give.			
Wisconsin Central Railway Co.										
Wisconsin, Minnesota & Pacific Railway Co.										
Total	8,575	1,503	14,445	637	1,157	30	10,137	62,220	280	61,931

## RAILROAD AND WAREHOUSE COMMISSION.

TABLE XXI (C)  
DISTRIBUTION OF EMPLOYEES AND SALARIES. STATE OF MINNESOTA. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Maintenance of Way and Structure	Maintenance of Equipment	Traffic Expenses	Transportation Expenses	General Expenses	Outside Operations	Total including General Officers
Minnesota & Manitoba Railway Co.	67		Not Divided				67
Canadian Northern Railway Co.	587	355	31	641		12	587
Chicago, Burlington & Quincy Railroad Co.	573		Not Divided				1,612
Chicago, Great Western Railroad Co.	8,106	638		846	10	6	8,106
Chicago, Milwaukee & St. Paul Railway Co.	548	281	690	759	1,014	25	2,259
Chicago & North Western Railway Co.	936	910	103	1,364	234	28	3,337
Chicago, Rock Island & Pacific Railway Co.	46		8	85			3,573
Chicago, St. Paul, Minneapolis & Omaha Railway Co.							139
Duluth & St. Paul City Railway Co. (Illinois Central)	5						5
Duluth Belt Line	1,077	573	3	919	60	81	2,713
Duluth & Iron Range Railroad Co.	1,303	515	11	1,307	37	60	3,233
Duluth, Missabe & Northern Railway Co.	132	14		34	79	7	307
Duluth & Northern Railroad Co.	140	60			28		
Duluth & Northern Minnesota Railway Co.							
Duluth, Rainy Lake & Winnipeg Railway Co.							
Duluth, Winnipeg & Pacific Ry.	415	175	8	298	23	86	1,005
Duluth, South Shore & Atlantic Railway Co.			30	20	11	7	68
Duluth Terminal Railway Co.	7			1	8		16
Great Northern Railway Co.	4,887	3,904	322	4,880	873	440	15,306
Green Bay & Western Railway Co.				4			4
Mason City & Fort Dodge Railway Co.							
Minneapolis Eastern Railway Co.	4	1		9	9		23
Minneapolis & Rainy River Railway Co.	52	5		9	7		73
Minneapolis & Rainy Lake & Manitoba Railway Co.	54	5		13	2		74
Minneapolis, Red Lake & Manitoba Railway Co.	468	504	44	744	140	1	1,901
Minneapolis, St. Louis Railroad Co.	2,093	1,490	28	1,328	193	68	5,200
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	11			16	10		38
Minneapolis Western Railway Co.			Not Divided				107
Minnesota, Dakota & Western Railway Co.	107	4		60	9		224
Big Fork & International Falls Railway Co.	151						207
Minnesota & International Falls Railway Co.	444	64	4	189	27		728
Minnesota & North Wisconsin Railway Co.	17						17
Mississippi Transfer Railway Co.	72	133		646	10	9	870
Minnesota, Hill City & Western Railway Co.	44						44
Northern Pacific Railway Co.	3,360	2,443	229	3,146	1,030	122	10,330
Railway Transfer of Minneapolis	13	2		44			59
St. Paul Bridge & Terminal Railway Co.	46			27	7		88
Winona Bridge Railway Co.							
Wisconsin Central Railway Co.							

Can

Not

Giv

e.

TABLE XXI(d)  
EMPLOYEES AND SALARIES. STATE OF MINNESOTA AND ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Minnesota			Entire Lines		
	Total Yearly Compensation	Average Daily Compensation	Total Number of Employees	Total Yearly Compensation	Average Daily Compensation	
Minnesota & Manitoba Railway Company.....	\$40,592.75	\$2.22		\$11,209,286.86	\$26.61	
Canadian Northern Railway Company.....	402,222.43			36,917,359.73		
Chicago, Burlington & Quincy Railroad Company.....	1,152,135.72	2.52		6,257,047.87	2.60	
Chicago Great Western Railroad Company.....	5,890,631.00	2.43		44,907,027.22	2.47	
Chicago, Milwaukee & St. Paul Railway Company.....	1,665,701.88	2.43		35,730,827.77	2.61	
Chicago & Northwestern Railway Company.....	586,758.74	2.58		29,619,519.32	2.46	
Chicago, Rock Island & Pacific Railway Company.....	2,943,074.36	2.76		7,422,284.00	2.73	
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	67,573.50	2.45		3,246,789.68	2.50	
DeCade & Sioux City (Illinois Central).....	4,092.50	2.80		4,092.50	2.80	
Duluth Belt Line.....	1,920,398.09	2.78		1,920,398.09	2.78	
Duluth & Iron Range Railroad Company.....	2,190,655.97	2.70		2,190,655.97	2.70	
Duluth, Missabe & Northern Railway Company.....	70,362.72	2.49		70,362.72	2.49	
Duluth & Northeastern Railroad Company.....	166,412.31	2.63		166,412.31	2.63	
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Winnipeg & Pacific Ry.....	550,201.89	2.54		550,201.89	2.54	
Duluth, South Shore & Atlantic Railway.....	64,802.54	3.66		1,780,016.51	2.41	
Duluth Terminal Railway Company.....	5,407.45	2.21		5,407.45	2.21	
Great Northern Railway Company.....	10,409,369.85	2.39		27,868,135.36	2.41	
Green Bay & Western Railway Company.....	2,364.05	1.99				
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....	18,456.65	3.06		18,456.65	3.06	
Minneapolis & Rainy River Railway Company.....	58,435.76	2.49		58,435.76	2.49	
Minneapolis, Red Lake & Manitoba Railway Company.....	25,454.22	2.56		25,454.22	2.56	
Minneapolis & St. Louis Railroad Company.....	1,274,159.55	2.56		3,828,624.69	2.52	
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	3,814,804.17	2.52		11,302,441.17	2.52	
Minneapolis Western Railway Company.....	16,309.65	2.50		16,309.65	2.50	
Minnesota, Dakota & Western Railway Company.....	49,821.43	2.53		49,821.43	2.53	
Big Fork & International Falls Railway Company.....	42,519.78	2.20		42,519.78	2.20	
Minnesota & International Falls Railway Company.....	338,110.69	2.47		338,110.69	2.47	
Minnesota & North Wisconsin Railway Company.....	5,362.15			5,362.15		
Minnesota Transfer Railway Company.....	740,911.04	2.45		740,911.04	2.45	
Mississippi, Hill City & Western Railway Company.....	21,089.04	2.58		21,089.04	2.58	
Northern Pacific Railway Company.....	8,105,462.53	2.66		28,082,572.63	2.61	
Railway Transfer of Minneapolis.....	63,750.95	2.84		63,750.95	2.84	
St. Paul Bridge & Terminal Railway Company.....	54,552.28	2.61		54,552.28	2.61	
Winona Bridge Railway Company.....	Can Not Give.			2,440.00	1.37	
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....						
	\$42,831,057.04	*		\$254,525,687.38	*	

\*Averages would be misleading.

TABLE XXII  
TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—PASSENGER TRAFFIC

NAME OF ROAD	Number of Passengers Carried Earning Revenue	Number of Passengers Carried One Mile	Number of Passengers Carried One Mile Per Mile of Road	Average Distance Carried Miles	Total Passenger Revenue
Minnesota & Manitoba Railway Company	1,984,978	157,225,910	36,589	79.21	\$3,590,313.39
Canadian Northern Railway Company	23,100,539	1,139,958,615	125,139	49.35	21,895,090.73
Chicago, Burlington & Quincy Railroad Company	2,651,096	153,998,072	102,925	58.09	3,144,283.86
Chicago Great Western Railroad Company	15,598,810	794,378,083	81,810	50.92	16,758,128.17
Chicago, Milwaukee & St. Paul Railway Company	32,441,450	1,113,831,352	139,679	34.33	20,557,623.25
Chicago & Northwestern Railway Company	19,234,946	955,549,870	126,188	49.68	19,080,164.17
Chicago, Rock Island & Pacific Railway Company	4,500,947	234,545,623	134,269	52.11	4,984,595.31
Chicago, St. Paul, Minneapolis & Omaha Railway Company	2,010,751	85,134,996	110,146	42.34	1,638,214.50
Dubuque & Sioux City Railway Company (Illinois Central)					
Duluth Belt Line					
Duluth & Iron Range Railroad Company	521,646	13,619,219	49,884	26.11	263,163.67
Duluth, Missabe & Northern Railway Company	585,516	22,862,405	64,570	39.05	442,282.91
Duluth & Northeastern Railroad Company	18,282	453,942	7,177	24.83	13,618.61
Duluth & Northern Minnesota Railway Company	22,960	1,350,507	11,713	58.82	37,785.71
Duluth, Rainy Lake & Winnipeg Railway Company					
Duluth, Rainy Lake & Winnipeg Railway Company					
Duluth, Winnipeg & Pacific Railway Company	123,278	7,283,728	54,826	59.08	191,371.07
Duluth, South Shore & Atlantic Railway Company	842,073	39,528,611	65,210	46.94	972,525.14
Duluth Terminal Railway Company					
Great Northern Railway Company	8,595,073	605,639,343	78,814	70.46	15,158,568.44
Green Bay & Western Railway Company					
Mason City & Fort Dodge Railway Company					
Minneapolis Eastern Railway Company					
Minneapolis & Rainy River Railway Company	22,619	538,605	6,123	23.81	16,055.22
Minneapolis, Red Lake & Manitoba Railway Company	20,105	496,845	16,662	22.72	13,323.85
Minneapolis, St. Louis Railroad Company	2,418,388	87,713,142	55,318	36.27	1,865,957.78
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	4,125,025	307,364,833	77,849	74.51	6,998,442.82
Minneapolis Western Railway Company					
Minnesota, Dakota & Western Railway Company	707	17,558	545	24.83	526.75
Big Fork & International Falls Railway Company	46,207	1,179,757	34,526	25.53	31,502.84
Minnesota & International Falls Railway Company	220,306	9,039,131	46,577	41.03	231,044.30
Minnesota & North Wisconsin Railway Company					
Minnesota Transfer Railway Company					
Mississippi, Hill City & Western Railway Company	8,200	151,235	6,025	18.45	4,418.45
Northern Pacific Railway Company	9,113,157	661,517,397	105,676	72.59	15,808,035.75
Railway Transfer of Minneapolis					
St. Paul Bridge & Terminal Railway Company					
Winona Bridge Railway Company					
Wisconsin Central Railway Company					
Wisconsin, Minnesota & Pacific Railway Company					
<b>*Average.</b>	128,207,069	6,393,338,779	*99,714	*49.87	\$133,297,556.69

# TWENTY-NINTH ANNUAL REPORT

NAME OF ROAD	Average Amount Received From Each Passenger	Average Receipt Per Passenger Per Mile	Total Passenger Service Train Revenue	Passenger Service Train Revenue Per Mile of Road	Passenger Service Train Revenue Per Train Mile
Minnesota & Manitoba Railway Company	\$1 80874	\$0 62283	\$4 358 829.75	\$1 014.39	\$1 27417
Canadian Northern Railway Company	94784	.01921	27 820 639.23	3 054.02	1 52022
Chicago, Burlington & Quincy Railroad Company	1 18603	.02042	3 901 858.42	2 607.81	1 25669
Chicago, Great Western Railroad Company	1 07432	.02109	21 628 316.40	2 249.45	1 23915
Chicago & Milwaukee & St. Paul Railway Company	63368	.01846	26 236 181.99	3 290.12	1 22721
Chicago & Rock Island & Pacific Railway Company	99195	.01997	22 836 733.03	3 015.76	1 22082
Chicago, St. Paul, Minneapolis & Omaha Railway Company	1 10745	.02125	5 860 720.94	3 355.04	1 30552
Dubuque & Sioux City Railway Company (Illinois Central)	81473	.01924	2 026 699.33	2 622.10	1 17984
Duluth Belt Line	50449	.01932	290 481.56	1 063.53	85440
Duluth & Iron Range Railroad Company	75537	.01935	487 522.76	1 376.91	1 28791
Duluth, Missaba & Northern Railway Company	74490	.03000	13 742.11	217.26	43638
Duluth & Northeastern Railroad Company	1 64571	.02797	39 192.63	339.92	95442
Duluth, Rainy Lake & Winnipeg Railway Company					
Duluth, Rainy Lake & Winnipeg Railway Company	1 53235	.02627	209 253.11	1 575.10	1 36164
Duluth, Winnipeg & Pacific Railway Company	1 15492	.02460	1 088 897.63	1 850.61	1 16523
Duluth, South Shore & Atlantic Railway Company					
Duluth, Terminal Railway Company	1 76364	.02503	19 259 725.77	2 506.33	1 49629
Great Northern Railway Company					
Green Bay & Western Railway Company					
Mason City & Fort Dodge Railway Company					
Minneapolis Eastern Railway Company					
Minneapolis & Rainy River Railway Company	70981	.02981	16 055.22	182.53	71454
Minneapolis, Red Lake & Manitoba Railway Company	66271	.02916	14 771.08	440.93	71963
Minneapolis & St. Louis Railroad Company	77157	.02127	2 261 329.58	1 426.15	99725
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	1 59961	.02147	7 852 936.01	1 988.99	1 31024
Minneapolis Western Railway Company					
Minnesota, Dakota & Western Railway Company	74505	.03000	526.75	16.34	
Big Fork & International Falls Railway Company	68178	.02670	36 110.73	1 056.80	1 61080
Minnesota & International Falls Railway Company	1 04874	.02556	204 696.17	1 352.50	1 35982
Minnesota & North Wisconsin Railway Company					
Minnesota Transfer Railway Company					
Mississippi, Hill City & Western Railway Company	55102	.02987	6 659.71	265.33	41602
Northern Pacific Railway Company	1 73464	.02390	18 461 179.16	2 949.14	1 51063
Northway Transfer of Minneapolis					
St. Paul Bridge & Terminal Railway Company					
Winona Bridge Railway Company					
Wisconsin Central Railway Company					
Wisconsin, Minnesota & Pacific Railway Company					
	\$1 03071	\$0 02085	\$164 973 050.07	\$2 573.03	\$1 32056

\*Average.

TABLE XXII—Continued  
TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—FREIGHT TRAFFIC.

NAME OF ROAD	Number of Tons Carried Earning Revenue	Number of Tons Carried One Mile	Number of Tons Carried Per Mile of Road	Average Distance Hauled Ton of Freight	Total Freight Revenue	Average Amount Received For Each Ton of Freight	Average Receipt Per Ton Mile	Freight Revenue Per Ton Mile	Freight Revenue Per Train Mile
Minnesota & Manitoba Ry. Co.	2,366,303,799	550,708	346.88	18,261,130.13	\$2.67687	\$0.00771	\$4.249.73	\$2.78661	3.52568
Canadian Northern Ry. Co.	8,791,435,597	965,083	263.30	64,063,856.49	1.91869	0.0720	7,032.63	3.29420	2.73513
Chicago, Burlington & Quincy R. R. Co.	1,337,724,849	894,089	252.08	9,795,074.38	1.84577	0.0732	6,546.55	3.02737	2.60921
Chicago Great Western R. R. Co.	7,425,864,263	772,495	227.17	58,540,091.28	1.79085	0.0788	6,089.79	3.02737	2.37267
Chicago & Milwaukee St. Paul Ry. Co.	6,282,916,222	787,902	140.12	54,661,588.23	1.21906	0.0870	6,854.77	3.02737	2.37267
Chicago & Northwestern Ry. Co.	4,967,625,831	656,012	239.69	43,940,945.50	2.12013	0.0885	5,802.73	2.37267	2.02279
Chicago Rock Island & Pacific Ry. Co.	1,262,998,028	723,019	153.91	10,857,206.93	1.32309	0.0860	6,215.34	2.37267	2.02279
Chicago St. Paul, Minneapolis & Omaha Ry. Co.	543,012,109	702,517	156.66	4,198,098.15	1.21116	0.0773	5,431.41	2.37267	2.02279
Dubuque & Sioux City (Ill. Cent.) R. R. Co.	857,841,405	3,140,781	68.05	6,750,767.60	0.0787	0.0787	24,716.32	5.36383	7.88159
Duluth & Iron Range R. R. Co.	1,070,850,116	3,024,202	72.41	7,946,030.28	5.3729	0.0742	22,441.97	2.19208	1.88674
Duluth, Missabe & Northern Ry. Co.	16,042,108	253,630	30.00	165,318.20	3.0916	0.1031	2,613.72	2.396.41	2.72679
Duluth & Northern Minnesota Ry. Co.	40,983,759	355,453	54.48	276,306.26	3.6728	0.0674	2,396.41	2.396.41	2.396.41
Duluth, Rainy Lake & Winnipeg Ry. Co.	243,890,356	1,835,832	125.28	1,116,624.60	0.57357	0.0458	8,405.15	2.12159	4.85697
Duluth, Winnipeg & Pacific Ry. Co.	280,408,913	415,720	75.37	2,252,869.11	6.5207	0.0865	3,596.53	2.12159	4.85697
Duluth, South Shore & Atlantic Ry. Co.	7,634,056,449	993,445	227.02	58,426,235.69	1.73750	0.0765	7,603.20	4.85697	2.40397
Duluth Terminal Ry. Co.	162,590	4,083,371	4.642	82,922.69	5.1001	0.2031	942.73	2.40397	2.04364
Green Bay & Western Ry. Co.	56,899	1,392,365	24.47	43,834.07	7.0338	0.3148	1,308.48	2.40397	2.45249
Mason City & Fort Dodge Ry. Co.	5,631,954	905,720,718	571,209	7,283,061.31	1.29317	0.0804	4,593.19	3.09127	3.09127
Minneapolis & Rainy River Ry. Co.	13,673,790	3,332,848,906	844,144	23,485,675.44	1.71757	0.0705	5,948.45	3.09127	3.09127
Minneapolis, Red Lake & Manitoba Ry. Co.	75,139	1,098,271	34.076	26,381.98	3.5111	0.2402	818.55	5.26691	3.37374
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	245,973	7,881,314	230,650	92,636.35	3.7661	0.1175	2,711.04	3.37374	3.20932
Minneapolis, Dakota & Western Ry. Co.	910,503	68,877,376	353,272	639,890.37	7.0279	0.0929	3,282.00	3.20932	1.27093
Big Fork & International Falls Ry. Co.	36,796	772,716	30.875	20,345.11	5.5292	0.2633	810.56	4.54269	4.54269
Minnesota & International Falls Ry. Co.	21,285,327	6,232,168,637	995,578	52,270,685.94	2.45569	0.0839	8,350.15	4.54269	4.54269
Minnesota & North Wisconsin Ry. Co.									
Minnesota Transfer Ry. Co.									
Mississippi, Hill City & Western Ry. Co.									
Northern Pacific Ry. Co.									
Railway Transfer of Minneapolis									
St. Paul Bridge & Terminal Ry. Co.									
Winona Bridge Ry. Co.									
Wisconsin Central Ry. Co.									
Wisconsin, Minnesota & Pacific Ry. Co.									
	265,231,719	52,656,896,476	*821,271	*198.53	\$416,107,576.29	*\$1.56918	*\$0.00793	*\$6,491.26	*\$3.22377

\* Average.

TABLE XXII(a).  
AVERAGE AMOUNT RECEIVED FROM EACH PASSENGER CARRIED ON RESPECTIVE ROADS, FOR ENTIRE LINES, FOR TEN YEARS.

NAME OF ROAD	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
Minnesota & Manitoba Railroad Co.			\$2.11	\$2.44	\$1.89	\$1.77	1.83	1.98	1.99	\$1.81
Canadian Northern Railway Co.	1.05	1.08	1.06	1.08	.99	.99	1.04	1.02	.94	.95
Chicago, Burlington & Quincy Railroad Co.	.85	.83	1.63	1.83	1.43	1.21	1.09	1.07	1.16	1.19
Chicago, Great Western { Railroad Company.					.83	.84	.84	.84	.98	1.07
Chicago, Milwaukee & St. Paul Railway Co.		.98	.99	.99	.83	.84	.84	.84	.98	1.07
Chicago & North-Western Railway Co.	\$0.61	.62	.63	.63	.60	.63	.63	.63	.62	.63
Chicago, Rock Island & Pacific Railway Co.	.94	.96	.97	1.01	.94	.92	.92	1.00	.96	.99
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	1.20	1.15	1.16	1.18	.98	1.00	.99	1.01	1.07	1.11
Dubuque & Sioux City Railway Co. (Illinois Central).		†			.86	.86			.78	.81
Duluth Belt Line.	.99	1.00	1.01	1.02	.85	.81	.80	.81		
Duluth & Iron Range Railroad Co.	1.14	1.06	1.06	1.04	.79	.72	.75	.73	.51	.50
Duluth, Missabe & Northern Railway Co.	.95	.95	.92	.81	.55	.49	.50	.56	.72	.75
Duluth & Northeastern Railway Co.			.90	.92	.59	.49	.57	.83	.69	.74
Duluth & Northern Minnesota Railway Co.	.75	.68	.82	.83	.70	1.10	1.08	1.25	1.42	1.65
Duluth, Rainy Lake & Winnipeg Railway Co.		1.00	1.11	1.07	.86	1.39	1.38	1.45	1.56	1.55
Duluth, Winnipeg & Pacific Railway Co.	1.47	1.50	1.50	1.55	1.42	1.29	1.37	1.23	1.17	1.55
Duluth, South Shore & Atlantic Railway Co.		†	1.83	1.87	1.61	1.53	1.72	1.60	1.67	1.15
Duluth, Terminal Railway Co.	1.79	1.74			.62					
Great Northern Railway Co.	.60	.60	.85	.59	.52	.51	.54	.54	.53	1.76
Green Bay & Western Railroad Co.	.21	.75	.69	.69	.86	.82				
Mason City & Fort Dodge Railroad Co.	.59	.73	1.10	1.16						
Minneapolis Eastern Railway Co.		†								
Minneapolis & Rainy River Railway Co.		.63		.73	.44	.49	.54	.48	.69	.71
Minneapolis, Red Lake & Manitoba Railway Co.			.57	.58	.42	.60	.63	.65	.61	.66
Minneapolis & St. Louis Railroad Co.	.75	.72	.81	.88	.80	.83	.89	.83	.77	.77
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	1.96	1.93	2.07	1.99	1.66	1.66	1.41	1.38	1.52	1.60
Minneapolis Western Railway Co.		†								
Minnesota, Dakota & Western Railway Company.									.63	.74
Big Fork & International Falls Railway Company.							.49	.48	.71	.68
Minnesota & International Falls Railway Co.	.86	.89	.92	.91	.75	.72	.75	.83	1.10	1.04
Minnesota & North Wisconsin Railroad Co.	1.11	1.11	.95	.93	.70	.70	.70	.42	.15	
Minnesota Transfer Railway Co.										
Mississippi, Hill City & Western Railway Company.		2.12	2.33	2.35	2.30	2.08	.66	1.86	.50	.55
Northern Pacific Railway Co.	2.09	†					2.21		1.77	1.73
Railway Transfer of Minneapolis.										
St. Paul Bridge & Terminal Railway Company.										
Winona Bridge Co.										
Wisconsin Central Railway Co.	1.16	1.15	1.14	1.07	.95	.95				
Wisconsin, Minnesota & Pacific Railroad Co.	.55	.52	1.54	1.58	.46	.48				

†Switching roads only.  
‡Not shown.



TABLE XXII (b).  
AVERAGE RECEIPT PER PASSENGER PER MILE FOR ENTIRE LINES FOR TEN YEARS, AS FOLLOWS:

NAME OF ROAD.	1904 Cents	1905 Cents	1906 Cents	1907 Cents	1908 Cents	1909 Cents	1910 Cents	1911 Cents	1912 Cents	1913 Cents
Minnesota & Manitoba Railroad Co.										
Canadian Northern Railway Co.	2.12	2.59	2.52	2.84	2.38	2.34	2.18	\$2.43	2.11	2.28
Chicago, Burlington & Quincy Railroad Co.	2.05	1.95	2.04	2.07	1.85	1.55	1.83	1.92	1.91	2.82
Chicago, Great Western Railway Co.		2.04	1.97	2.04	1.84	1.76	1.81		2.01	2.04
Chicago, Milwaukee & St. Paul Railway Co.	2.30	2.24	2.23	2.20	1.92	1.90	1.88	1.86	2.04	2.11
Chicago & North-Western Railway Co.	2.02	2.02	2.05	2.00	1.81	1.81	1.81	1.86	2.01	1.85
Chicago, Rock Island & Pacific Railway Company	2.20	2.14	2.11	2.23	1.87	1.86	1.83	1.99	1.87	1.85
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	2.35	2.33	2.36	2.27	1.88	1.85	1.82	1.92	2.06	2.12
Dubuque & Sioux City Railway Co. (Illinois Central)	2.21	2.00	2.23	2.20	1.99	1.95	1.91	1.93	1.92	1.92
Duluth Belt Line.		1								
Duluth & Iron Range Railroad Co.	2.65	2.67	2.60	2.56	1.91	1.88	1.92	1.95	1.95	1.93
Duluth, Missabe & Northern Railway Co.	2.63	2.59	2.66	2.50	2.00	2.00	1.96	1.96	1.96	1.93
Duluth & Northeastern Railway Company			3.06	2.67	2.00	2.00	2.51	3.00	3.00	3.00
Duluth & Northern Minnesota Railway Co.	2.99	2.53	2.92	2.67	2.00	2.75	2.51	2.60	2.71	2.80
Duluth, Rainy Lake & Winnipeg Railway Co.	2.68	5.08	5.13	2.35	2.33	2.74	2.63	2.62	2.63	
Duluth, Winnipeg & Pacific Railway Co.	2.65	2.67	2.69	2.66	2.52	2.46	2.52	2.45	2.47	2.63
Duluth, South Shore & Atlantic Railway Co.										2.46
Duluth, Terminal Railway Co.	2.35	2.36	2.33	2.35	2.27	2.24	2.21	2.27	2.49	2.50
Great Northern Railway Co.	2.47	2.46	2.46	2.38	2.72	2.72	1.88	1.92	1.87	
Green Bay & Western Railroad Co.	1.74	2.03	2.19	2.24	1.80	1.87				
Mason City & Fort Dodge Railroad Co.	2.52	2.36	2.19	2.00	1.86	1.85				
Minneapolis & Eastern Railway Co.										
Minneapolis & Red Lake & Mounds Bay Railway Co.				3.03	2.16	2.10	2.09	1.99	3.42	2.98
Minneapolis & St. Louis & Northern Pacific Railway Co.			3.00	2.58	1.95	2.78	2.93	2.97	2.96	2.92
Minneapolis & St. Paul & Sault Ste Marie Railway Co.	1.94	1.89	1.97	1.92	1.82	1.86	1.88	1.88	2.07	2.13
Minneapolis, Western & Western Co.	2.27	2.28	2.19	2.28	2.09	2.09	1.90	1.94	2.11	2.15
Minneapolis, Western & Western Railway Company										
Big Fork & International Falls Railway Company									2.94	3.00
Minnesota & International Falls Railway Company	2.88	2.80	2.87	2.62	1.99	1.98	1.96	1.98	2.76	2.67
Minnesota & North Wisconsin Railway Co.	2.99	3.00	3.01	2.93	2.00	2.00	2.00	2.00	2.70	2.56
Minnesota Transfer Railway Co.									1.99	
Missouri, Hill City & Western Railway Company							3.01	3.01	3.00	2.99
Northern Pacific Railway Co.	2.20	2.23	2.09	2.26	2.28	2.26	2.18	2.28	2.36	2.39
Railway Transfer of Minneapolis										
St. Paul Bridge & Terminal Railway Company										
Winona Bridge Co.										
Wisconsin Central Railway Co.	2.07	2.00	2.02	2.00	1.80	1.73				
Wisconsin, Minnesota & Pacific Railroad Co.	2.56	2.49	2.12	2.22	1.92	2.13				

†Switching roads only. ‡Not shown.

TABLE XXII(c).  
AVERAGE AMOUNT RECEIVED FOR EACH TON OF FREIGHT CARRIED ON RESPECTIVE ROADS, ENTIRE LINES, FOR TEN YEARS,  
AS FOLLOWS:

NAME OF RAILROAD	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
Minnesota & Manitoba Railroad Company.....		\$2.24	\$2.51	\$3.15	\$2.61	\$2.49	2.61	\$2.52	2.57	\$2.68
Canadian Northern Railway Company.....		2.12	2.18	2.23	2.13	2.08	2.09	2.05	1.92	1.92
Chicago, Burlington & Quincy Railroad Company.....	2.21	1.81	1.82	1.78	1.73	1.58	1.71	1.75	1.76	1.85
Chicago Great Western Railway Company.....	2.05									
Chicago, Milwaukee & St. Paul Railway Company.....	1.65	1.54	1.53	1.54	1.54	1.54	1.46	1.67	1.61	1.79
Chicago & North-Western Railway Company.....	1.32	1.26	1.28	1.31	1.72	1.33	1.26	1.33	1.25	1.22
Chicago, Rock Island & Pacific Railway Company.....	2.28	2.13	2.21	2.26	2.27	2.18	2.11	2.19	2.11	2.12
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1.42	1.45	1.36	1.28	1.25	1.31	1.34	1.42	1.36	1.32
Dubuque & Sioux City (Illinois Central) Railway Company.....	1.41	1.40	1.40	1.36	1.35	1.36	1.35	1.63	1.13	1.21
Duluth Belt Line.....	†									
Duluth & Iron Range Railroad Company.....	.71	.72	.71	.73	.70	.70	.71	.70	.64	.54
Duluth, Missabe & Northern Railroad Company.....	.71	.67	.72	.72	.71	.72	.72	.70	.60	.54
Duluth & Northeastern Railroad Company.....		.41	.35	.35	.42	.31	.31	.35	.36	.31
Duluth & Northern Minnesota Railway Company.....	.32	.32	.35	.34	.34	.34	.33	.33	.33	.37
Duluth, Rainy Lake & Winnipeg Railway Company.....		.28	.46	.58	.68	.39	.39	.40	.41	
Duluth, Winnipeg & Pacific Railway Co.....	.73	.59	.58	.62	.61	.63	.58	.59	.40	.57
Duluth, South Shore & Atlantic Railway Company.....										.65
Duluth Terminal Railway Company.....	2.29	2.00	2.16	2.04	2.08	2.17	2.00	1.88	1.74	
Great Northern Railway Company.....	1.20	1.25	1.40	1.19	1.04	1.00	1.02	1.04	.97	1.74
Green Bay & Western Railway Company.....	.05	.98	1.02	1.05	1.04	1.00	1.02			
Mason City & Fort Dodge Railway Company.....	1.26	1.44	1.41	1.40	1.31	1.35				
Minneapolis Eastern Railway Company.....		†	.53	.45	.49	.45	.51	.59	.72	.51
Minneapolis & Rainy River Railway Company.....										.77
Minneapolis, Red Lake & Manitoba Railway Company.....						.64	.64	.78	.60	.49
Minneapolis & St. Louis Railway Company.....	1.13	1.03	1.08	1.09	1.12	1.10	1.13	1.16	1.12	1.29
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	1.43	1.63	1.73	1.92	1.76	1.86	1.62	1.51	1.98	1.72
Minneapolis Western Railway Company.....		†								
Minnesota, Dakota & Western Railway Company.....									.45	.35
Big Fork & International Falls Railway Company.....									.70	.54
Minnesota & International Falls Railway Company.....									.76	.70
Minnesota & North Wisconsin Railway Company.....	.47	.47	.59	.67	.73	.81	.76	.65	.62	.38
Minnesota & Wisconsin Transfer Railway Company.....	.34	.42	.40	.37	.33	.34				
Mississippi, Hill City & Western Railway Company.....										
Northern Pacific Railway Company.....	2.44	2.78	2.82	2.85	2.93	2.80	.76	.85	.13	.55
Railway Transfer of Minneapolis.....	†	†					2.67	2.52	2.31	2.46
St. Paul Bridge & Terminal Railway Company.....										
Winona Bridge Railway Company.....										
Wisconsin Central Railway Company.....	1.21	†	1.22	1.28	1.20	1.16				
Wisconsin, Minnesota & Pacific Railway Company.....	.81	1.00	.99	.95	.83	.86				

†Switching roads only.

‡Not shown.

TABLE XXII(d).  
FREIGHT STATISTICS.  
AVERAGE RECEIPTS PER TON OF FREIGHT PER MILE CARRIED ON RESPECTIVE ROADS FOR ENTIRE LINES, FOR TEN YEARS,  
AS FOLLOWS:

NAME OF RAILROAD.	1904 Cents	1905 Cents	1906 Cents	1907 Cents	1908 Cents	1909 Cents	1910 Cents	1911 Cents	1912 Cents	1913 Cents
Minnesota & Manitoba Railroad Co.....										
Canadian Northern Railway Co.....		799	810	872	779	736	734	849	757	771
Chicago, Burlington & Quincy Railway Co.....	858	855	804	782	706	789	783	816	752	729
Chicago, Great Western Railway Co.....	722	704	699	656	645	617	682	718	725	732
Chicago, Milwaukee & St. Paul Railway Co.....		932	862	856	812	838	843	841	839	788
Chicago & Northwestern Railway Co.....	891	917	888	904	867	897	891	902	907	870
Chicago, Rock Island & Pacific Railway Co.....	944	931	930	953	932	931	917	912	888	885
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	916	930	931	854	893	903	908	902	868	860
Dubuque & Sioux City Railroad Co. (Illinois Central)	749	735	721	708	676	733	768	794	817	773
Duluth Belt Line.....		†								
Duluth & Iron Range Railroad Co.....	1 078	1 065	1 076	1 033	1 056	1 069	1 069	1 079	972	787
Duluth, Missabe & Northern Railway Co.....	1 006	949	939	926	940	942	939	949	891	742
Duluth & Northeastern Railroad Co.....		931	1 097	959	1 263	1 405	1 025	877	1 173	1 031
Duluth & Northern Minnesota Railway Co.....	1 212	1 195	1 260	1 315	1 892	809	836	713	684	674
Duluth, Rainy Lake & Winnipeg Railway Co.....		1 829	2 206	2 303	1 587	918	1 012	867	746	
Duluth, Winnipeg & Pacific Railway Co.....	1 010	939	850	851	987	951	857	880	895	458
Duluth, South Shore & Atlantic Railway Co.....		†								
Duluth Terminal Railway Co.....	880	783	778	755	780	815	822	810	769	865
Great Northern Railway Co.....	1 222	1 138	1 305	1 216	1 138	615	587	601	582	765
Green Bay & Western Railway Co.....	412	598	591	628	592	953				
Mason City & Fort Dodge Railway Co.....	1 931	1 100	946	968						
Minneapolis Eastern Railway Co.....		†								
Minneapolis & Rainy River Railway Co.....		†								
Minneapolis, Red Lake & Manitoba Railway Co.....		†								
Minneapolis & St. Louis Railroad Co.....		†								
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.....	1 217	1 098	1 153	1 123	1 063	1 075	1 050	1 093	847	804
Minneapolis Western Railway Co.....	735	724	781	820	814	793	732	735	701	705
Minnesota, Dakota & Western Railway Company.....		†								
Big Fork & International Falls Railway Company.....										
Minnesota & International Railway Co.....	581	617	778	903	983	1 160	992	856	904	929
Minnesota & North Wisconsin Railroad Co.....	1 178	1 229	1 168	1 083	1 043	1 308	1 712	279	4 504	
Minnesota Transfer Railway Co.....										
Mississippi Hill City & Western Railway Company.....										
Northern Pacific Railway Co.....	880	832	828	866	900	895	3 794	4 287	6 510	2 633
Railway Transfer Co. (Minneapolis).....		†								
St. Paul Bridge & Terminal Railway Company.....										
Winona Bridge Ry. Company.....	643	666	661	693	672	659				
Wisconsin Central Railway Co.....										
Wisconsin, Minnesota & Pacific Railroad Co.....	1 992	1 909	1 868	1 731	1 488	1 557				

†Switching roads only. ‡Not shown.

TABLE XXII(c).  
TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TOTAL TRAFFIC STATISTICS

NAME OF ROAD	Operating Revenues	Operating Revenue per mile of Road	Operating Revenue per train Mile	Operating Expenses	Operating Expenses per mile of Road	Operating Expenses per train Mile	Net Operating Revenue or Deficit	Net Operating Revenue or Deficit per mile of Road
Minnesota & Manitoba Railway Company	\$24,277,478.47	\$5,649.86	\$2,635.32	\$17,151,462.19	\$3,991.49	\$1,861.79	\$7,126,016.28	\$1,658.37
Canadian Northern Railway Company	94,374,455.51	10,360.00	2,647.37	62,842,891.03	6,898.60	1,762.55	31,531,564.48	3,461.40
Chicago, Burlington & Quincy Railroad Company	14,000,618.42	9,357.33	2,344.20	10,240,142.08	6,857.38	1,717.01	3,740,476.34	2,499.95
Chicago Great Western Railroad Company	82,585,462.88	8,591.17	2,206.63	56,899,623.50	5,919.13	1,522.59	25,685,839.38	2,672.03
Chicago & Milwaukee & St. Paul Railway Company	83,035,462.08	10,413.02	2,022.71	58,252,780.22	7,305.12	1,545.28	24,783,140.86	3,107.90
Chicago & Northwestern Railway Company	67,968,960.67	8,972.81	1,949.39	50,316,577.55	6,644.68	1,443.11	17,652,383.12	2,331.13
Chicago, Rock Island & Pacific Railway Company	16,993,094.68	9,727.85	2,028.35	11,887,461.28	6,805.12	1,418.94	5,105,533.40	2,922.73
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	6,928,506.03	8,963.95	1,825.34	5,390,773.74	6,974.47	1,420.22	1,537,732.29	1,989.48
Duluth & Sioux City Ry. Co. (Ill. Central)	6,695.60	4,463.73		6,465.07	4,310.04			
Duluth & Iron Range Railroad Company	7,121,718.93	26,074.47	4,705.55	3,324,108.19	12,170.43	2,198.25	3,797,610.74	13,904.04
Duluth, Missabe & Northern Railway Company	8,476,104.50	23,939.06	6,178.05	3,803,358.29	10,741.82	2,771.56	4,672,746.21	13,197.24
Duluth & Northwestern Railroad Company	187,125.61	2,958.51	2,481.24	147,083.78	2,325.44	1,950.30	40,041.83	633.07
Duluth & Northern Minnesota Railway Company	382,290.05	3,315.61	2,569.84	272,596.62	2,364.23	1,832.45	109,693.43	951.37
Duluth, Rainy Lake & Winnipeg Railway Co.								
Duluth, Winnipeg & Pacific Railway Co.	1,339,393.02	10,081.99	2,736.46	874,093.41	6,579.55	1,785.82	465,299.61	3,502.44
Big Fork, South Shore & Atlantic Railway Company	3,412,831.60	5,448.32	1,719.09	2,774,490.16	4,349.44	1,372.36	688,341.44	1,098.88
Duluth, Terminal Railway Company								
Great Northern Railway Company	78,654,590.78	10,235.58	3,259.31	45,828,640.08	5,963.83	1,899.06	32,825,950.70	4,271.05
Green Bay & Western Railway Company								
Mason City & Ft. Dodge Railway Company								
Minneapolis Eastern Railway Company								
Minneapolis & Rainy River Railway Company	108,417.90	1,232.58	2,136.01	102,300.71	1,163.05	2,959.06	5,427.49	61.74
Minneapolis, Red Lake & Manitoba Railway Co.	59,908.99	1,788.33	2,742.50	49,904.04	1,489.67	2,284.46	10,004.95	298.66
Minneapolis & St. Louis Railroad Company	9,707,003.58	6,121.90	1,949.35	6,707,387.86	4,230.14	1,344.89	2,999,615.72	1,891.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	31,763,757.46	8,045.13	2,433.32	18,891,257.33	4,734.78	1,448.88	12,872,530.13	3,260.35
Minneapolis Western Railway Company								
Minnesota, Dakota & Western Railway Company	72,144.32	2,238.42	14,390.00	78,447.37	2,433.99	15,640.00	6,303.05	195.56
Big Fork & International Falls Ry. Co.	131,543.55	3,849.68	2,637.41	71,434.76	2,090.57	1,432.24	60,108.79	1,759.11
Minnesota & International Falls Railway Company	927,968.18	4,759.54	2,354.45	611,779.73	3,137.81	1,552.22	316,188.45	1,621.73
Minnesota & North Wisconsin Railway Company								
Minnesota Transfer Railway Company								
Mississippi, Hill City & Western Ry. Co.	25,571.20	1,018.77	1,597.40	28,556.12	1,137.69	1,788.86	2,243.97	789.40
Northern Pacific Railway Company	72,676,138.72	11,609.88	3,155.73	44,673,298.15	7,136.48	1,939.80	28,002,840.57	4,473.40
Railway Transfer of Minneapolis								
St. Paul Bridge & Terminal Railway Company								
Winona Bridge Railway Company								
Wisconsin Central Railway Company								
Wisconsin, Minnesota & Pacific Railway Company								
<b>Average.</b>	<b>\$605,217,671.73</b>	<b>\$9,439.37</b>	<b>\$2,477.92</b>	<b>\$401,196,913.26</b>	<b>\$6,257.33</b>	<b>\$1,642.61</b>	<b>\$204,033,155.29</b>	<b>\$2,182.23</b>

† Deficit.

TABLE XXII(c)—Continued.  
TRAFFIC AND MILEAGE STATISTICS. ENTIRE LINES—YEAR ENDING JUNE 30, 1913.—TOTAL TRAFFIC STATISTICS

NAME OF ROAD	Average Number of Passengers Per Car Mile.	Average Number of Passengers Per Train Mile.	Average Number of Passenger Cars Per Train Mile.	Average Number of Tons of Freight Per Train Mile.	Average Number of Tons of Freight Per Loaded Car Train Mile.	Average Number of Freight Cars Per Train Mile.	Average Number of Loaded Cars Per Train Mile.	Average Number of Empty Cars Per Train Mile.	Average Mileage Operated During Year.
<b>Minnesota &amp; Manitoba Railway Co.</b>	9.00	46.00	5.20	19.77	361.11	24.09	18.26	4.83	4,297.00
Canadian Northern Railway Co.	16.00	62.00	6.23	19.10	483.83	36.96	25.34	10.66	9,109.51
Chicago, Burlington & Quincy Railroad Co.	14.00	50.00	5.40	18.14	449.89	34.14	24.80	9.36	1,496.22
Chicago Great Western Railroad Co.	12.00	45.00	5.09	16.38	346.95	29.39	21.13	8.26	9,612.82
Chicago, Milwaukee & St. Paul Railway Co.	16.00	52.00	5.44	18.38	347.97	28.36	18.93	9.40	7,973.24
Chicago & Northwestern Railway Co.	14.00	51.00	5.23	18.97	394.98	26.76	18.52	9.24	7,972.46
Chicago, Rock Island & Pacific Railway Co.	13.00	52.00	5.11	18.98	276.01	21.50	14.53	5.97	1,456.84
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	16.00	50.00	4.82	16.01	261.64	24.23	16.34	6.90	7,772.93
Dubuque & Sioux City Railroad (Illinois Central)	13.00	41.00	3.72	12.84	681.40	31.32	15.90	15.42	273.12
Duluth & Iron Range Railroad Co.	18.00	60.00	4.17	12.51	1,082.17	45.58	23.86	21.72	354.97
Duluth, Missabe & Northern Railway Co.	9.00	33.00	1.67	23.62	212.71	14.98	7.16	7.82	193.25
Duluth & Northeastern Railroad Co.	16.00	33.00	1.98	29.09	279.85	19.87	9.61	9.52	113.30
Duluth, Rainy Lake & Winnipeg Railway Co.	18.00	47.00	3.60	37.80	595.57	25.13	15.75	8.38	132.85
Duluth, Winnipeg & Pacific Railway Company.	14.00	42.00	4.66	21.08	245.28	17.92	11.63	5.31	626.40
Duluth, South Shore & Atlantic Railway Co.	14.00	47.00	5.71	23.02	634.62	40.19	27.57	11.67	7,684.43
Duluth Terminal Railway Co.	11.00	24.00	2.28	22.55	118.38	10.70	5.95	5.01	37.96
Green Bay & Western Railway Co.	11.00	22.00	2.02	19.65	64.92	5.34	3.40	1.90	33.50
Minneapolis & Red River Railway Co.	14.00	29.00	2.96	19.12	304.96	22.54	15.95	5.68	1,585.62
Minneapolis, Red Lake & Manitoba Railway Co.	14.00	51.00	5.37	19.26	438.68	30.35	22.78	6.64	3,948.20
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	16.00	53.00	5.19	30.40	219.25	15.57	7.21	7.36	32.23
Minneapolis Western Railway Co.	17.00	46.00	4.56	21.38	287.03	21.41	13.43	6.61	34.17
Big Fork & International Falls Ry. Co.	17.00	46.00	4.56	19.08	345.45	29.49	18.10	10.37	194.97
Minnesota & North Wisconsin Railway Co.	6.00	9.00	1.43	20.51	48.27	4.26	2.35	1.91	25.10
Minnesota Transfer Railway Co.	14.00	54.00	6.12	19.74	541.62	38.00	27.43	9.61	6,259.85
Northern Pacific Railway Co.	14.00	54.00	6.12	19.74	541.62	38.00	27.43	9.61	6,259.85
Northern Transfer of Minneapolis Railway Co.	14.00	54.00	6.12	19.74	541.62	38.00	27.43	9.61	6,259.85
St. Paul Bridge & Terminal Railway Co.	14.00	54.00	6.12	19.74	541.62	38.00	27.43	9.61	6,259.85
Winona Bridge Railway Co.	14.00	54.00	6.12	19.74	541.62	38.00	27.43	9.61	6,259.85
Wisconsin Central Railway Co.	14.00	54.00	6.12	19.74	541.62	38.00	27.43	9.61	6,259.85
Wisconsin, Minnesota & Pacific Railway Co.	14.00	54.00	6.12	19.74	541.62	38.00	27.43	9.61	6,259.85
<b>Average.</b>	14.00	51.00	5.53	18.78	407.86	31.11	21.71	8.46	.....

\*Average.

TABLE XXIII (G).  
TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—LOCOMOTIVE MILEAGE—REVENUE SERVICE

NAME OF ROAD	Freight Locomotive Miles	Passenger Locomotive Miles	Mixed Locomotive Miles	Special Locomotive Miles	Switching Locomotive Miles	Total Revenue Locomotive Mileage	Non- revenue Service Locomotive Miles
Minnesota & Manitoba Railway Company	5,775,158	2,628,298	793,336	31,270	2,074,135	11,302,197	505,669
Canadian Northern Railway Company	19,130,297	17,862,403	844,265	17,310	9,851,205	47,805,480	2,260,030
Chicago, Burlington & Quincy Railroad Company	3,185,285	3,056,185	111,588	4,378	1,383,472	7,740,908	258,269
Chicago Great Western Railroad Company	23,314,755	16,320,114	1,885,862	32,465	10,718,423	52,271,619	2,990,449
Chicago, Milwaukee & St. Paul Railway Company	17,499,490	20,040,801	1,880,252	31,840	10,376,056	49,828,442	2,287,070
Chicago & North Western Railway Company	16,642,734	18,307,154	718,457	34,792	6,838,236	42,541,373	1,216,886
Chicago, Rock Island & Pacific Railway Company	4,655,518	3,874,176	716,201	6,669	1,869,974	11,122,538	561,801
Chicago, St. Paul, Minneapolis & Omaha Railway Company	2,146,654	1,750,948	15	2,918	513,848	4,414,293	61,724
Dubuque & Sioux City Railway Company (Ill. Central)							
Duluth Belt Line	1,208,921	256,618	86,248	111	513,737	2,065,635	63,093
Duluth & Iron Range Railroad Company	1,023,738	391,632	15,030	658	419,033	1,850,091	139,326
Duluth, Missabe & Northern Railway Company	43,925		31,491		22,626	98,042	623
Duluth & Northeastern Railroad Company	102,705	2,289	40,804		75,890	221,698	37,044
Duluth & Northern Minnesota Railway Company							
Duluth, Remy Lake & Winnipeg Railway Company							
Duluth, Winnipeg & Pacific Railway Co.	363,075	83,876	74,363	266	206,717	728,297	40,870
Duluth, South Shore & Atlantic Railway Company	1,212,842	946,308	14,370	4,170	369,924	2,547,714	123,610
Duluth, Terminal Railway Company							
Great Northern Railway Company	12,120,741	12,570,775	795,706	27,558	4,335,494	29,850,274	2,299,087
Mason City & Western Railway Company							
Green Bay & Western Railway Company							
Minneapolis Eastern Railway Company							
Minneapolis & Rainy River Railway Company	12,026		22,468	78	6,108	40,680	1,137
Minneapolis, Red Lake & Manitoba Railway Company	1,055	132	20,394	264		21,845	4,180
Minneapolis, St. Louis & Railroad Company	3,244,025	2,052,721	265,099	7,663	824,412	6,394,520	190,050
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	7,216,128	5,478,080	556,580	2,384	2,393,019	15,646,191	576,392
Minneapolis Western Railway Company							
Minnesota, Dakota & Western Railway Company	5,062			20	43,163	48,245	4,966
Big Fork & International Falls Railway Company	28,460	23,042			6,711	59,213	2,802
Minnesota & International Falls Railway Company	240,737	200,454		92	46,879	488,162	18,882
Minnesota & North Wisconsin Railway Company							
Minnesota Transfer Railway Company							
Mississippi, Hill City & Western Railway Company							
Northern Pacific Railway Company	12,327,770	12,240,913	16,008	14,524	5,420,050	30,737,954	1,067,581
Railway Transfer of Minneapolis			734,697				
St. Paul Bridge & Terminal Railway Company							
Winona Bridge Railway Company							
Wisconsin Central Railway Company							
Wisconsin, Minnesota & Pacific Railway Company							
	131,502,611	118,086,832	9,623,434	219,430	58,409,112	317,841,519	15,311,541

TABLE XXII (C)—Continued.  
TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—CAR MILEAGE—REVENUE SERVICE

NAME OF ROAD	Freight Car Miles				Passenger Car Miles			
	Loaded	Empty	Caboose	Total Freight Car Miles	Passenger	Sleeping and Observation	Other Passenger Cars	Total Passenger Car Miles
Minnesota & Manitoba Railway Company.....	119,721,784	31,692,662	6,476,246	157,890,692	9,071,935	3,284,328	5,446,133	17,802,396
Canadian Northern Railway Company.....	460,405,258	193,708,979	17,427,153	671,541,390	46,273,265	26,338,011	41,336,527	113,997,803
Chicago, Burlington & Quincy Railroad Company.....	73,750,377	24,853,922	2,920,110	101,524,409	7,261,683	4,032,875	5,476,944	16,771,502
Chicago, Great Western Railway Company.....	452,761,962	158,718,952	19,898,151	631,379,065	38,561,303	22,644,620	38,144,828	99,350,751
Chicago, Milwaukee & St. Paul Railway Company.....	341,827,189	153,453,983	16,744,066	512,025,238	49,975,899	20,218,556	39,758,332	109,952,787
Chicago & Northwestern Railway Company.....	316,920,280	118,063,290	15,698,056	450,681,626	41,280,019	27,615,300	28,898,580	97,793,899
Chicago, Rock Island & Pacific Railway Company.....	66,491,521	26,610,801	3,912,342	97,014,664	10,498,117	5,284,102	8,478,741	24,270,960
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	33,913,688	14,326,090	2,087,975	50,327,753	4,043,854	1,323,589	2,904,230	8,271,673
Dubuque & Sioux City Ry. Co. (Ill. Central).....	20,023,132	18,235,764	1,173,443	39,432,339	915,372	159,600	188,473	1,203,444
Duluth & Iron Range Railroad Company.....	24,058,988	20,765,172	1,003,778	45,827,838	1,008,970	218,707	357,108	1,584
Duluth, Missabe & Northern Railway Company.....	541,561	534,805	53,523	1,129,889	52,616	.....	.....	52,616
Duluth & Northeastern Railroad Company.....	1,408,483	1,394,185	107,477	2,910,145	81,596	.....	.....	81,596
Duluth & Northern Minnesota Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Rainy Lake & Winnipeg Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Winnipeg & Pacific Railway Company.....	6,450,934	3,409,623	428,998	10,289,555	290,550	111,846	151,622	554,018
Duluth, South Shore & Atlantic Railway Co.....	12,352,195	5,641,544	1,029,878	19,023,617	2,021,181	882,806	1,447,375	4,351,362
Duluth Terminal Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern Railway Company.....	331,633,393	140,326,000	11,549,059	483,508,452	26,493,410	18,242,151	28,830,839	73,556,400
Green Bay & Western Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis Eastern Railway Company.....	180,959	175,698	12,551	369,208	51,226	.....	.....	51,226
Minneapolis & Rainy River Railway Company.....	70,851	42,019	1,055	114,325	41,580	.....	.....	41,580
Minneapolis, Red Lake & Manitoba Railway Co.....	47,372,195	16,861,890	2,713,057	66,947,142	5,146,081	1,017,789	2,908,937	8,972,807
Minneapolis & St. Louis Railroad Company.....	173,069,226	50,439,929	7,067,960	230,577,115	12,933,024	8,626,533	10,641,298	32,200,855
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis Western Railway Company.....	36,124	36,858	4,999	77,981	.....	.....	.....	.....
Minnesota, Dakota & Western Railway Company.....	368,549	181,456	37,784	587,789	48,450	23,078	44,914	110,442
Big Fork & International Falls Ry. Co.....	3,609,795	2,066,709	203,310	5,879,814	402,408	115,537	308,773	886,718
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Mississippi, Hill City & Western Ry. Co.....	37,667	30,497	.....	68,164	22,923	.....	.....	22,923
Northern Pacific Railway Company.....	315,638,562	110,583,636	11,014,006	437,236,204	24,930,128	22,550,735	27,259,482	74,740,345
Northern Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul Bridge & Terminal Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minneapolis & Northern Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	9,802,633,773	1,092,183,064	121,564,977	4,016,371,814	281,395,590	162,750,163	242,543,195	686,688,948

TABLE XXII(a).  
TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—CAR MILEAGE REVENUE SERVICE—  
SPECIAL CAR MILES.

NAME OF ROAD	Freight Loaded.	Freight Empty.	Caboose	Passenger.	Sleeping Parlor and Observation Cars.	Other Passenger Cars.	Total Special Car miles	Total Revenue Car Mileage	Nonrevenue Service Car Miles
Minnesota & Manitoba Railway Co.	76,018		12,324	107,352	11,575	2,463	209,632	175,902,730	5,160,682
Canadian Northern Railway Co.	207,115	320	10,216	60,688		80	277,401	763,821,501	10,136,338
Chicago, Burlington & Quincy Railroad Co.	20,633	22,423	3,462	3,854	12,867	4,618	27,910	18,373,831	2,731,208
Chicago Great Western Railway Company	236,843	923		28,076	92,237	40,269	415,950	73,855,398	35,885,398
Chicago & North Western Railway Co.	306,843		21,115	126,962	92,471	5,533	437,222	622,135,247	37,789,205
Chicago, Rock Island & Pacific Railway Co.	306,328	11,066	59,350	9,952	144,720	22,784	586,794	549,088,689	9,533,309
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	301,328		5,257				96,784	129,382,400	10,534,964
Dubuque & Sioux City Railroad (Illinois Central)	36,714		2,432	1,096			40,242	58,639,668	432,822
Duluth Belt Line									
Duluth & Iron Range Railroad Co.	1,360			510			1,870	40,697,653	662,807
Duluth, Missabe & Northern Railway Co.	5,053	34	598	1,870			7,555	47,420,338	1,042,963
Duluth & Northeastern Railroad Co.								1,182,605	
Duluth & Northern Minnesota Railway Co.								2,991,741	
Duluth, Rainy Lake & Winnipeg Railway Co.									
Duluth, Winnipeg & Pacific Railway Co.	4,060		196	302	140	140	4,838	10,848,411	493,937
Duluth, South Shore & Atlantic Railway Co.	20,124		1,641	8,837	2,199	1,272	34,073	23,409,052	784,741
Duluth Terminal Railway Co.									
Great Northern Railway Co.	245,302	486	19,540	2,400	73,317	35	341,080	557,405,932	23,343,261
Green Bay & Western Railway Co.									
Mason City & Ft. Dodge Railway Co.									
Minneapolis & Eastern Railway Co.									
Minneapolis & Rainy River Railway Co.								420,512	937
Minneapolis, Red Lake & Manitoba Railway Co.				78			78	156,369	31,263
Minneapolis, St. Louis Railroad Co.	15,490			22,324			37,824	75,957,773	1,081,697
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	23,237		2,251	10,324			35,812	262,813,782	6,381,385
Minneapolis Western Railway Co.									
Minnesota, Dakota & Western Railway Company	56			31	11	7	105	78,086	59,251
Minnesota & International Falls Railway Company								704,231	22,670
Minnesota & North Wisconsin Railway Co.	2,024		92				2,116	6,768,648	178,234
Minnesota Transfer Railway Co.									
Mississippi, Hill City & Western Railway Company									
Northern Pacific Railway Co.									
Railway Transfer of Minneapolis	200,939		12,641	66,641	120		280,341	512,256,890	8,231,020
St. Paul Bridge & Terminal Railway Company									
Winona Bridge Railway Co.									
Wisconsin Central Railway Co.									
Wisconsin, Minnesota & Pacific Railway Co.									
	1,889,605	35,263	127,094	451,411	337,810	73,507	2,914,670	4,705,975,432	154,518,082



TABLE XXII (g).—Continued.  
TRAFFIC AND MILEAGE STATISTICS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—TRAIN MILEAGE—REVENUE SERVICE—

NAME OF ROAD	Freight Train Miles	Passenger Train Miles	Mixed Train Miles	Special Train Miles	Total Revenue Train Mileage	Non- Revenue Service Train Miles
Minnesota & Manitoba Railway Company.....	5,760,178	2,627,899	792,992	31,270	9,212,339	505,669
Canadian Northern Railway Company.....	17,331,661	17,461,373	838,983	16,378	35,648,395	1,331,388
Chicago, Burlington & Quincy Railroad Company.....	2,863,244	2,994,686	110,190	4,336	5,972,456	228,455
Chicago, Milwaukee & St. Paul Railway Company.....	19,887,206	15,851,006	1,603,110	33,841	37,375,163	2,990,449
Chicago, North Western Railway Company.....	16,293,085	19,615,974	1,762,730	25,396	37,697,185	1,566,704
Chicago, Rock Island & Pacific Railway Company.....	16,125,923	17,991,310	1,714,814	34,792	34,866,839	1,183,784
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	3,853,291	3,796,520	692,663	5,257	8,377,731	512,739
Dubuque & Sioux City Railway Company (Ill. Central).....	2,075,380	1,717,765	15	2,569	3,795,729	50,147
Duluth & Belt Line.....	1,173,443	254,483	85,501	111	1,513,538	62,703
Duluth & Iron Range Railroad Company.....	993,145	363,508	15,030	598	1,372,281	93,078
Duluth & Northeastern Railroad Company.....	43,925	2,314	31,491		75,416	623
Duluth & Northern Minnesota Railway Company.....	107,696		38,760		148,760	11,593
Duluth, Rainy Lake & Winnipeg Railway Company.....		79,694	73,983	266	489,462	40,870
Duluth, Winnipeg & Pacific Railway Company.....	335,519	919,921	14,570	3,461	1,985,250	100,848
Duluth, South Shore & Atlantic Railway Company.....	1,047,308					
Duluth, Terminal Railway Company.....		12,079,049	792,604	23,895	24,132,310	2,265,110
Great Northern Railway Company.....	11,236,762					
Green Bay & Western Railway Company.....						
Marion City & Ft. Dodge Railway Company.....						
Minnesota Eastern Railway Company.....	12,026		22,468	78	34,572	1,137
Minneapolis & Red Lake Railway Company.....	27,305	132	26,361	264	51,845	1,180
Minneapolis, Red Lake & Manitoba Railway Company.....	27,137,057	2,010,973	266,692	6,665	4,987,297	142,164
Minneapolis & St. Paul & Sault Ste. Marie Railway Co.....	7,047,206	5,443,274	550,213	2,261	13,042,944	279,764
Minneapolis Western Railway Company.....						
Minnesota, Dakota & Western Railway Company.....	5,009			7	5,016	3,419
Big Fork & International Falls Railway Company.....	97,458	22,418			49,876	2,123
Minnesota & International Falls Railway Company.....	199,385	194,646		92	394,133	17,107
Minnesota & North Wisconsin Railway Company.....						
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....			16,008		16,008	
Northern Pacific Railway Company.....	10,794,507	11,508,781	712,052	14,594	23,029,864	1,496,400
St. Paul Bridge & Terminal Railway.....						
St. Paul, Paul & Northern Pacific Railway Company.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....						
	119,967,469	114,935,736	9,145,163	206,051	244,244,419	12,890,454

TABLE XXII (h)  
TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—PASSENGER TRAFFIC

NAME OF ROAD	Number of Passengers Carried Earning Revenue	Number of Passengers Carried One Mile	Number of Passengers Carried One Mile Per Mile of Road	Average Distance Carried Miles	Total Passenger Revenue
Minnesota & Manitoba Railway Company	102,113	3,169,748	72,534	31.04	\$65,861.77
Canadian Northern Railway Company	553,512	8,973,888	233,391	16.21	140,048.33
Chicago, Burlington & Quincy Railroad Company	678,737	34,183,603	83,342	50.36	773,772.59
Chicago Great Western Railroad Company	2,347,939	134,706,020	107,748	57.37	3,198,777.02
Chicago, Milwaukee & St. Paul Railway Company	1,061,772	38,639,599	59,418	36.39	973,560.51
Chicago & Northwestern Railway Company	445,236	21,825,603	77,478	49.02	499,258.19
Chicago, Rock Island & Pacific Railway Company	1,080,483	73,090,104	154,512	43.26	1,711,659.25
Chicago, St. Paul, Minneapolis & Omaha Railway Company	89,237	1,425,084	38,547	15.97	26,752.55
Dubuque & Sioux City Railway Company (Illinois Central)					
Duluth Belt Line	521,646	13,619,219	49,864	26.11	263,163.67
Duluth & Iron Range Railroad Company	583,516	22,862,405	64,570	39.05	442,282.91
Duluth, Missabe & Northern Railway Company	18,282	453,942	7,177	24.83	13,518.61
Duluth & Northeastern Railroad Company	22,960	1,350,507	11,713	58.82	37,783.71
Duluth & Northern Minnesota Railway Company					
Duluth, Rainy Lake & Winnipeg Railway Company					
Duluth, Winnipeg & Pacific Railway Company	123,278	7,283,728	54,826	59.08	191,371.07
Duluth, South Shore & Atlantic Railway Company	46,433	117,473	46,433	2.53	2,119.18
Duluth Terminal Railway Company					
Great Northern Railway Company	3,419,282	205,140,649	97,021	60.00	5,033,901.20
Green Bay & Western Railway Company					1,750.84
Mason City & Fort Dodge Railway Company					
Minneapolis Eastern Railway Company	22,619	538,905	6,123	23.81	16,055.22
Minneapolis & Rainy River Railway Company	20,103	456,845	16,662	22.72	13,323.85
Minneapolis, Red Lake & Manitoba Railway Company	760,556	35,179,688	87,842	46.26	808,508.54
Minneapolis & St. Louis Railroad Company	1,121,338	91,319,957	90,436	81.44	2,187,782.31
Minneapolis, St. Paul & Sault Ste. Marie Railway Company					
Minneapolis Western Railway Company					
Minnesota, Dakota & Western Railway Company	707	17,558	545	24.83	526.75
Big Fork & International Falls Railway Company	46,207	1,179,757	34,526	25.53	31,502.84
Minnesota & International Falls Railway Company	220,306	9,039,131	46,577	41.03	231,044.30
Minnesota & North Wisconsin Railway Company					
Minnesota Transfer Railway Company					
Mississippi, Hill City & Western Railway Company	8,200	151,235	6,025	18.45	4,418.45
Northern Pacific Railway Company	2,501,615	146,821,883	149,114	58.69	3,403,644.96
Railway Transfer of Minneapolis					
St. Paul Bridge & Terminal Railway Company					
Winona Bridge Railway Company					
Wisconsin Central Railway Company					
Wisconsin, Minnesota & Pacific Railway Company					
	16,407,070	851,591,231	*95,174	*51.90	\$20,112,396.62

\*Average.

TABLE XXII (b)—Continued  
TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—PASSENGER TRAFFIC

NAME OF ROAD	Average Amount Received From Each Passenger	Average Receipts Per Passenger Per Mile	Total Passenger Service Train Revenue	Passenger Service Train Revenue Per Mile of Road	Passenger Service Train Revenue Per Train Mile
Minnesota & Manitoba Railway Company	\$0.64499	\$0.02078	\$88,272.08	\$2,019.95	\$1.38450
Canadian Northern Railway Company	25302	.01561	184,629.00	4,801.80	1.30873
Chicago, Burlington & Quincy Railroad Company	1.14002	.02264	950,821.05	2,318.17	1.24421
Chicago Great Western Railroad Company	1.35811	.02367	4,122,507.17	3,297.50	1.54638
Chicago, Milwaukee & St. Paul Railway Company	1.91692	.02520	1,205,706.92	1,854.08	1.12507
Chicago & Northwestern Railway Company	1.09887	.02341	567,256.38	2,013.69	1.40339
Chicago, Rock Island & Pacific Railway Company	1.01313	.02341	1,972,822.09	4,170.52	1.48622
Chicago, St. Paul, Minneapolis & Omaha Railway Company	.29979	.01877	38,422.98	1,030.30	.56286
Dubuque & Sioux City Railway Company (Illinois Central)					
Duluth Belt Line	.50449	.01832	290,481.56	1,063.53	.85440
Duluth & Iron Range Railroad Company	.75337	.01935	487,522.76	1,376.91	1.28791
Duluth, Missabe & Northern Railway Company	1.64900	.03000	13,742.11	217.26	.43638
Duluth & Northeastern Railroad Company	1.74571	.02797	39,192.63	339.92	.95442
Duluth & Northern Minnesota Railway Company					
Duluth, Rainy Lake & Winnipeg Railway Company					
Duluth, Winnipeg & Pacific Railway Company	1.55235	.02827	209,253.11	1,573.10	1.30104
Duluth, South Shore & Atlantic Railway Company	.04563	.01804	2,363.92	936.33	.67291
Duluth Terminal Railway Company					
Great Northern Railway Company	1.47221	.02454	5,994,275.45	2,834.98	1.70039
Green Bay & Western Railway Company			1,967.41		
Mason City & Fort Dodge Railway Company					
Minneapolis Eastern Railway Company					
Minneapolis & Rainy River Railway Company	.70981	.02981	16,055.22	182.53	.71454
Minneapolis, Red Lake & Manitoba Railway Company	.68271	.02916	14,771.08	440.93	.70963
Minneapolis & St. Louis Railroad Company	1.06503	.02396	944,260.68	2,357.76	1.30281
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	1.95103	.02396	2,522,181.48	2,497.42	1.58786
Minneapolis Western Railway Company					
Minnesota, Dakota & Western Railway Company	.74505	.03000	526.75	18.34	
Big Fork & International Falls Railway Company	.68178	.02070	36,110.73	1,056.80	1.61080
Minnesota & International Falls Railway Company	1.04874	.02556	264,686.17	1,352.50	1.35982
Minnesota & North Wisconsin Railway Company					
Minnesota Transfer Railway Company					
Mississippi, Hill City & Western Railway Company	.55102	.02087	6,659.71	265.33	.41602
Northern Pacific Railway Company	1.38456	.02359	4,012,246.74	4,074.88	1.63411
Railway Transfer of Minneapolis					
St. Paul Bridge & Terminal Railway Company					
Winona Bridge Railway Company					
Wisconsin Central Railway Company					
Wisconsin, Minnesota & Pacific Railway Company					
	\$*1.22583	\$*0.02361	\$23,986,745.18	\$*2,680.77	\$*1.49690

\*Average.

TABLE NO. XXIII(I)  
TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—FREIGHT TRAFFIC

NAME OF ROAD	Number of Tons Carried of Freight Earning Revenue	Number of Tons Carried of Intrastate Freight Earning Revenue	Number of Tons Carried One Mile	Number of Tons Carried One Mile, Intrastate	Number of Tons Carried Per Mile of Road	Number of Tons Carried One Mile of Road, Intrastate	Average Distance Haul of One Ton Intrastate Miles	Average Distance Haul of One Ton Miles
Minnesota & Manitoba Railway Company	3,109,684	2,858,619	91,454,758	87,711,201	209,278	200,712	29.41	30.68
Canadian Northern Railway Company	3,219,284	5,323	91,678,525	No Record.	2,384,357	No Record.	28.48	No Record.
Chicago, Burlington & Quincy Railroad Company	2,098,854	No Record.	198,866,766	No Record.	484,852	No Record.	94.75	No Record.
Chicago Great Western Railroad Company	8,298,286	1,569,851	1,217,162,041	125,835,197	973,581	100,652	146.67	80.15
Chicago, Milwaukee & St. Paul Railway Company	3,035,016	518,820	327,502,675	35,260,943	503,618	54,223	107.91	67.96
Chicago & Northwestern Railway Company	1,441,286	50,003	136,327,386	56,893,778	483,945	120,273	94.59	81.59
Chicago, Rock Island & Pacific Railway Company	5,597,140	697,304	359,445,288	8,806,571	759,862	19,224	69.22	19.24
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	457,799				238,209			
Dubuque & Sioux City (Ill. Central) Railroad Co.								
Duluth Belt Line	12,605,128	1,346,880	857,841,405	55,730,842	3,140,781	203,404	68.05	41.38
Duluth & Iron Range Railroad Company		14,789,112		1,070,850,116		3,024,402	72.41	72.41
Duluth, Missabe & Northern Railroad Company		534,733		16,042,108		253,630	30.00	30.00
Duluth & Northeastern Railroad Company		752,290		40,983,759		355,453	54.48	54.48
Duluth & Northern Minnesota Railway Company								
Duluth, Rainy Lake & Winnipeg Railway Company								
Duluth, Rainy Lake & Winnipeg Railway Company								
Duluth, Winnipeg & Pacific Railway Co.		1,946,786		243,890,356		1,835,832	125.28	125.28
Duluth, South Shore & Atlantic Railway Company								
Duluth Terminal Railway Company								
Duluth Northern Railway Company	26,815,134	1,752,825	3,456,949,452	185,801,309	1,634,955	87,874	128.91	106.00
Green Bay & Western Railway Company								
Mason City & Fort Dodge Railway Company								
Minneapolis Eastern Railway Company		162,590		4,083,371		4,642	25.11	25.11
Minneapolis & Rainy River Railway Company		55,561		1,484,612		16,585	26.72	26.72
Minneapolis, Red Lake & Manitoba Railway Co.								
Minneapolis & St. Louis Railroad Company	2,677,954		285,353,459	Cannot give	712,511	Cannot give	106.56	106.56
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.	6,948,779	702,666	1,025,564,302	86,471,476	1,015,042	85,635	147.60	123.41
Minneapolis Western Railway Company								
Minnesota, Dakota & Western Railway Company		75,139		1,098,271		34,076	14.62	14.62
Big Fork & International Falls Railway Company		245,973		7,881,314		230,650	32.04	32.04
Minnesota & International Falls Railway Company		910,503		68,877,376		353,272	75.65	75.65
Minnesota & North Wisconsin Railway Company								
Minnesota Transfer Railway Company								
Mississippi, Hill City & Western Railway Company		36,796		772,716		30,875	21.00	21.00
Northern Pacific Railway Company		1,793,026	1,607,228,147	180,369,261	1,632,317	183,185	169.65	100.59
Railway Transfer of Minneapolis								
St. Paul Bridge & Terminal Railway Company								
Winona Bridge Railway Company								
Wisconsin Central Railway Company								
Wisconsin, Minnesota & Pacific Railway Company								
	85,778,322	†	9,604,180,775	†	†1,080,973	†	†112.66	†

\*Average.  
†Addition and averages would be misleading account some lines not reporting.

TABLE XXII(3)—Continued  
TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—FREIGHT TRAFFIC

NAME OF ROAD	Total Freight Revenue	Total Intrastate Freight Revenue	Average Amount Received for Each Ton of Freight	Average Amount Received for Each Ton of Freight	Average Receipts Per Ton Intrastate	Average Receipts Per Ton of Road	Freight Revenue Per Train Mile
Minnesota & Manitoba Railway Company.....	\$906,148.95	\$769,280.44	\$0.25923	\$0.26910	\$0.00881	\$18,447.32	\$45.26765
Canadian Northern Railway Company.....	434,056.12	6,774.31	13482	No Record	.00473	11,288.85	2.85972
Chicago, Burlington & Quincy Railroad Company.....	1,549,556.26	507,314.01	1,73829	No Record	.00779	3,777.93	2.77971
Chicago Great Western Railroad Company.....	9,567,446.39	1,953,959.88	1.15535	1.24467	.00787	7,668.79	3.27634
Chicago, Milwaukee & St. Paul Railway Company.....	2,856,517.33	717,638.00	94118	1.35321	.00872	4,382.61	2.06501
Chicago & Northwestern Railway Company.....	957,476.43	78,675.02	66432	1.57341	.00702	3,398.92	2.01324
Chicago, Rock Island & Pacific Railway Company.....	3,509,478.81	943,571.57	62701	1.35317	.00976	7,418.99	3.24512
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	66,115.56	6,515.73	14442		.00751	1,788.36	1.24133
Dubuque & Sioux City (Ill. Central) Railroad Co.....							
Duluth Belt Line.....							
Duluth & Iron Range Railroad Company.....	6,750,767.60	613,108.29	53556	45521	.00787	24,716.32	5.36353
Duluth, Missabe & Northern Railway Company.....		7,946,030.28		53726	.00742	22,441.97	7.58159
Duluth & Northeastern Railroad Company.....		165,318.20		30916	.01031	2,613.72	2.19208
Duluth & Northern Minnesota Railway Company.....		276,306.26		36728	.00674	2,396.41	1.86674
Duluth, Rainy Lake & Winnipeg Railway Company.....							
Duluth, Winnipeg & Pacific Railway Company.....		1,116,624.60		57357	.00458	8,405.15	2.72679
Duluth, South Shore & Atlantic Railway Company.....							
Great Northern Railway Company.....	24,418,220.15	3,099,317.13	91061	1.76818	.00706	11,548.53	5.96977
Green Bay & Western Railway Company.....	1,746.67						
Mason City & Fort Dodge Railway Company.....							
Minneapolis Eastern Railway Company.....							
Minneapolis & Rainy River Railway Company.....		82,922.69		51001	.02031	942.73	2.40397
Minneapolis, Duluth & Lake & Manitoba Railway Co.....		3,584.07			.02953	1,538.48	2.61364
Minneapolis & St. Louis Railroad Company.....	2,096,822.37	1,453,656.94	1.00705	Cannot give	.00945	8,733.81	3.61710
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.....	8,159,441.22	1,112,422.95	1.17423	1.38315	.01085	8,080.50	3.94729
Minneapolis Western Railway Company.....							
Minnesota, Dakota & Western Railway Company.....		26,381.08		35111	.02402	818.55	5.26691
Big Fork & International Falls Railway Company.....		92,636.25		37461	.01175	2,711.04	3.27374
Minnesota & International Railway Company.....		639,590.37		70279	.00929	3,282.00	3.20932
Minnesota & North Wisconsin Railway Company.....							
Minnesota, T. Hill City & Western Railway Company.....		20,345.11		55292	.02633	810.56	1.27093
Northern Pacific Railway Company.....	13,826,093.50	2,108,041.07	1.45938	1.17569	.01169	14,041.92	5.70039
Rock Island & Northern Pacific Railway Company.....							
St. Paul Bridge & Terminal Railway Company.....							
Wisconsin Bridge Railway Company.....							
Wisconsin Central Railway Company.....							
Wisconsin, Minnesota & Pacific Railway Company.....							
	\$75,619,887.36	\$23,780,745.45	\$0.88157	†	\$0.00782	\$8,451.31	\$3.90577

\*Average.

†Additions and averages would be misleading account some lines not reporting.

NAME OF ROAD	Operating Revenues	Operating Revenue per mile of Road	Operating Revenues per train mile	Operating Expenses	Operating Expenses per mile of Road	Operating Expenses per train mile	Net Operating Revenue or Deficit	Net Operating Revenue or Deficit per mile of Road
Minnesota & Manitoba Railway Company								
Canadian Northern Railway Company	\$634,915.04	\$16,512.75	\$2,168.00	\$861,408.74	\$22,403.35	\$2,941.39	\$226,493.70	\$5,890.60
Chicago, Burlington & Quincy Railroad Company	2,588,578.89	6,311.14	2,019.00	2,202,852.50	5,370.71	1,718.14	385,726.39	940.43
Chicago Great Western Railroad Company	13,959,655.15	11,166.02	2,589.00	7,658,758.46	6,126.07	1,420.41	6,300,896.69	5,039.95
Chicago, Milwaukee & St. Paul Railway Company	4,117,054.17	6,331.01	1,863.20	3,413,612.92	5,249.29	1,548.85	703,441.25	1,081.72
Chicago & Northwestern Railway Company	1,551,541.64	5,507.78	1,870.25	1,211,290.73	4,299.93	1,460.11	340,250.91	1,207.85
Chicago, Rock Island & Pacific Railway Company	5,637,335.02	11,917.25	2,468.44	3,240,521.96	6,850.42	1,418.94	2,396,813.06	5,066.83
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	105,115.91	2,843.28	864.81	158,352.73	4,283.23	1,302.80	\$53,232.82	\$1,440.00
Dubuque & Sioux City (Ill. Central) Railway Company	6,695.60	4,463.73		6,465.07	4,310.04		230.53	153.69
Duluth & Iron Range Railroad Company	7,121,718.93	26,074.47	4,705.53	3,324,108.19	12,170.43	2,196.25	3,797,610.71	13,904.04
Duluth, Missabe & Northern Railway Company	8,476,104.50	23,939.06	6,176.65	3,803,358.29	10,741.82	2,771.56	4,672,746.21	13,197.24
Duluth & Northeastern Railroad Company	187,125.61	2,958.51	2,481.24	147,083.78	2,325.44	1,950.30	40,041.83	633.07
Duluth & Northern Minnesota Railway Company	382,290.05	3,315.61	2,569.84	272,596.62	2,364.23	1,832.45	109,693.43	951.37
Duluth, Rainy Lake & Winnipeg Railway Company								
Duluth, Winnipeg & Pacific Railway Company	1,339,393.02	10,081.99	2,736.46	874,093.41	6,579.55	1,785.82	465,299.61	3,502.44
Duluth, South Shore & Atlantic Railway Company	2,419.99	956.52	688.28	7,298.63	2,884.83	2,058.77	4,878.64	1,928.31
Duluth Terminal Railway Company								
Great Northern Railway Company	30,777,967.94	14,556.36	4,113.50	14,294,706.34	6,760.67	1,910.51	16,483,261.60	7,795.69
Green Bay & Western Railway Company	4,028.08			6,847.69			\$2,819.61	
Mason City & Ft. Dodge Railway Company								
Minneapolis & Eastern Railway Company								
Minneapolis & Rainy River Railway Company	108,417.90	1,232.58	3,136.01	102,300.71	1,163.05	2,959.06	5,427.49	61.74
Minneapolis, Red Lake & Manitoba Railway Company	59,908.99	1,788.33	2,742.50	49,904.04	1,489.67	2,284.46	10,004.95	298.66
Minneapolis & St. Louis Railroad Company	3,716,740.86	2,526.82	2,202.09	2,202,090.75	5,498.49	1,497.06	1,514,650.11	3,781.99
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	10,854,692.38	10,749.67	3,050.42	5,546,585.11	5,492.92	1,558.61	5,308,107.27	5,256.75
Minneapolis Western Railway Company								
Minnesota, Dakota & Western Railway Company	72,144.32	2,238.42	14,380.00	78,447.37	2,433.99	15,640.00	6,303.05	195.56
Big Fork & International Falls Railway Company	131,543.55	3,849.68	2,637.41	71,434.76	2,090.57	1,432.24	60,108.79	1,759.11
Minnesota & International Falls Railway Company	927,968.18	4,759.54	2,354.45	611,779.73	3,137.81	1,552.22	316,188.45	1,621.73
Minnesota & North Wisconsin Railway Company								
Minnesota Transfer Railway Company								
Mississippi, Hill City & Western Railway Company	25,571.20	1,018.77	1,597.40	28,556.12	1,137.69	1,783.86	\$2,243.37	\$9.40
Northern Pacific Railway Company	18,411,875.84	18,699.28	3,872.12	9,545,511.16	9,694.51	2,007.47	8,866,364.68	9,004.77
Railway Transfer of Minneapolis								
St. Paul Bridge & Terminal Railway Company								
Winona Bridge Railway Company								
Wisconsin Central Railway Company								
Wisconsin, Minnesota & Pacific Railway Company								
	\$111,200,802.76	\$*12,427.85	\$*3,266.38	\$59,720,025.81	\$*6,674.34	\$*1,754.30	\$51,503,191.55	\$*5,756.02

†Deficit.  
\*Average.

TABLE XXII(D).—Continued  
TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TOTAL TRAFFIC

NAME OF RAILROAD.	Average Number of Passengers Per Car Mile.	Average Number of Passengers Per Train Mile.	Average Number of Passenger Cars Per Train Mile.	Average Number of Tons of Freight Loaded per Car Mile.	Average Number of Freight Tons per Train Mile.	Average Number of Freight Cars per Train Mile.	Average Number of Freight Cars per Train Mile.	Average Number of Empty Cars per Train Mile.	Average Mileage Operated During Year.
Minnesota & Manitoba Railway Co.	8.00	49.00	6.56	15.42	513.54	41.99	33.31	7.63	43.70
Canadian Northern Railway Co.	14.00	64.00	6.90	21.26	604.01	40.96	28.41	11.54	38.45
Chicago, Burlington & Quincy Railroad Co.	13.00	45.00	4.82	18.16	356.74	26.71	19.71	6.11	410.16
Chicago Great Western Railroad Company	13.00	50.00	6.17	16.48	415.94	33.97	25.23	7.80	1,250.19
Chicago, Milwaukee & St. Paul Railway Co.	13.00	36.00	4.24	18.62	236.76	19.47	12.71	5.92	650.30
Chicago & North-Western Railway Co.	13.00	54.00	5.76	18.32	286.93	20.38	15.66	3.87	281.70
Chicago, Rock Island & Pacific Railway Co.	14.00	53.00	5.55	19.64	332.37	23.97	16.92	6.15	473.04
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	8.00	21.00	4.02	15.64	165.34	13.80	10.57	2.22	36.97
Dubuque & Sioux City Railroad (Illinois Central)									
Duluth Belt Line	13.00	41.00	3.72	42.84	681.40	31.32	15.90	14.48	273.99
Duluth & Iron Range Railroad Co.	18.00	60.00	4.10	44.51	1,062.17	45.46	23.86	20.60	354.07
Duluth, Missabe & Northern Railway Co.	9.00	14.00	1.67	29.62	212.71	14.98	7.18	7.09	63.25
Duluth & Northeastern Railroad Co.	16.00	33.00	1.98	29.09	279.85	19.87	9.61	9.52	115.30
Duluth & Northern Minnesota Railway Co.									
Duluth, Rainy Lake & Winnipeg Railway Co.	18.00	47.00	3.60	37.89	595.57	25.13	15.75	8.33	132.85
Duluth, Winnipeg & Pacific Railway Co.	7.00	33.00	7.56						2.53
Duluth, South Shore & Atlantic Railway Co.									
Duluth Terminal Railway Co.	15.00	58.00	5.81	26.90	845.16	47.67	31.35	15.31	2,114.40
Great Northern Railway Co.									
Green Bay & Western Railway Co.									
Mason City & Fort Dodge Railway Co.									
Minnesota Eastern Railway Co.	11.00	24.00	2.28	22.58	118.38	10.70	5.25	5.01	87.96
Minneapolis & Rainy River Railway Co.	11.00	22.00	2.02	20.95	69.22	5.34	3.30	1.99	33.50
Minneapolis, Red Lake & Manitoba Railway Co.	14.00	49.00	4.75	19.70	282.77	28.92	21.02	6.30	400.49
Minneapolis & St. Louis Railroad Co.	14.00	57.00	4.45	19.15	496.14	34.21	25.90	7.35	1,009.77
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.									
Minneapolis Western Railway Co.									
Minnesota, Dakota & Western Railway Company	16.00	53.00	5.19	30.40	219.25	15.57	7.21	7.36	32.23
Big Fork & International Falls Railway Company	17.00	46.00	4.56	21.38	287.05	21.41	13.42	6.61	34.17
Minnesota & International Falls Railway Co.									
Minnesota & North Wisconsin Railway Co.									
Minnesota Transfer Railway Co.									
Mississippi, Hill City & Western Railway Company	6.00	9.00	1.43	20.51	48.27	4.26	2.37	1.91	25.10
Northern Pacific Railway Co.	15.00	60.00	6.05	20.81	662.65	42.77	31.84	9.91	984.63
Northern Transfer of Minneapolis									
St. Paul Bridge & Terminal Railway Company									
Winona Bridge & Terminal Railway Co.									
Wisconsin Central Railway Co.									
Wisconsin, Minnesota & Pacific Railway Co.									
	*14.00	*53.00	*5.55	*20.52	*499.12	*35.58	*24.21	*10.09	

\*Average.

TABLE XXII(K).  
TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—LOCOMOTIVE MILEAGE—  
REVENUE SERVICE.

NAME OF ROAD	Freight Locomotive Miles	Passenger locomotive miles	Mixed locomotive miles	Special locomotive miles	Switching locomotive miles	Total revenue locomotive mileage	Nonrevenue service locomotive miles
Minnesota & Manitoba Railway Company.....	178,580	63,300			6,013	247,893	
Canadian Northern Railway Company.....	173,827	143,927			172,053	494,968	3,642
Chicago, Burlington & Quincy Railroad Company.....	615,282	143,507	41,496	702	397,874	1,793,811	90,402
Chicago Great Western Railroad Company.....	3,033,435	2,467,976	261,621	5,296	1,424,006	7,193,288	444,703
Chicago, Milwaukee & St. Paul Railway Company.....	1,263,788	830,660	263,594	1,536	353,840	2,750,380	65,502
Chicago & North Western Railway Company.....	1,203,906	353,904	50,164	436	121,807	960,251	15,801
Chicago, Rock Island & Pacific Railway Company.....	1,270,480	1,221,802	130,839	1,376	801,741	3,426,247	118,661
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	53,458	68,425		44		121,927	686
Duluth & Belt Railway Company.....							
Duluth & Iron Range Railroad Company.....	1,208,921	256,618	86,248	111	513,737	2,065,635	63,093
Duluth, Missabe & Northern Railway Company.....	1,023,738	391,632	15,030	658	419,033	1,850,091	139,328
Duluth & Northern Minnesota Railway Company.....	43,925		31,491		22,626	98,042	623
Duluth & Northern Pacific Railway Company.....	102,703	2,299	40,804		75,890	221,698	37,044
Duluth, Rainy Lake & Winnipeg Railway Company.....							
Duluth, Winnipeg & Pacific Railway Company.....							
Duluth, South Shore & Atlantic Railway Company.....	363,075	83,876	74,363	266	206,717	728,297	40,870
Duluth Terminal Railway Company.....		5,629		8		5,637	4
Great Northern Railway Company.....	4,086,702	3,457,661	141,153	7,725	1,823,635	9,521,876	474,869
Green Bay & Western Railway Company.....							
Mason City & Ft. Dodge Railway Company.....							
Minneapolis Eastern Railway Company.....							
Minneapolis & Rainy River Railway Company.....	12,026		22,468		6,108	40,680	1,137
Minneapolis, Red Lake & Manitoba Railway Company.....	1,055	132	20,394	264	360,065	21,845	4,180
Minneapolis & St. Louis Railroad Company.....	787,934	736,218		538	684,828	1,884,755	40,904
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	1,983,923	1,520,529	101,960	337		4,301,577	161,297
Minneapolis Western Railway Company.....							
Minnesota, Dakota & Western Railway Company.....	5,062			20	43,163	48,245	4,966
Big Fork & International Falls Railway Company.....	29,460	23,042			6,711	59,213	2,802
Minnesota & International Falls Railway Company.....	240,737	200,454		92	46,870	488,162	18,882
Minnesota & North Wisconsin Railway Company.....							
Minnesota Transfer Railway Company.....							
Mississippi, Hill City & Western Railway Company.....			16,008			16,008	
Northern Pacific Railway Company.....			130,680				
Railway Transfer of Minneapolis.....	2,546,415	2,407,650		2,728	2,124,755	7,212,237	303,663
St. Paul Bridge & Terminal Railway Company.....							
Winona Bridge Railway Company.....							
Wisconsin Central Railway Company.....							
Wisconsin, Minnesota & Pacific Railway Company.....							
<b>Total</b>	<b>19,495,745</b>	<b>14,998,071</b>	<b>1,428,322</b>	<b>22,191</b>	<b>9,613,485</b>	<b>45,557,814</b>	<b>2,003,060</b>



TABLE XXII(K).—Continued.  
TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—CAR MILEAGE—REVENUE SERVICE

NAME OF ROAD	Freight Car Miles			Total Freight car miles	Passenger Car Miles			Total Passenger Car Miles
	Loaded	Empty	Caboose		Passenger	Sleeping Parlor and Observation	Other Passenger Car	
Minnesota & Manitoba Railway Company.....	5,931,951	1,369,391	177,133	7,478,475	213,448	76,470	125,218	415,136
Canadian Northern Railway Company.....	4,311,835	1,752,259	152,700	6,216,794	360,598	283,010	329,972	973,580
Chicago, Burlington & Quincy Railroad Company.....	10,987,220	3,408,312	493,144	14,888,676	1,696,583	866,769	1,122,558	3,685,910
Chicago, Great Western & St. Paul Railway Company.....	73,847,925	22,846,670	2,736,955	99,431,559	5,946,145	3,636,289	6,868,344	16,450,778
Chicago, Milwaukee & St. Paul Railway Company.....	17,588,163	8,134,604	1,166,347	26,939,114	2,401,519	547,172	1,596,156	4,544,847
Chicago & Rock Island & Pacific Railway Company.....	7,441,928	1,839,402	399,378	9,680,708	1,107,974	541,113	680,685	2,326,772
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	18,299,381	6,650,940	968,009	25,918,333	3,266,023	1,787,751	2,319,036	7,373,020
Dubuque & Sioux City Railway Company (Ill. Central).....	562,967	118,490	53,710	735,167	143,373	28,029	103,344	274,746
Duluth Belt Line.....	20,023,132	18,235,764	1,173,443	39,432,339	915,372	159,600	188,472	1,263,444
Duluth & Iron Range Railroad Company.....	24,058,988	20,765,172	1,003,778	45,827,938	1,008,970	218,707	357,168	1,584,845
Duluth, Missabe & Northern Railway Company.....	541,661	534,805	53,523	1,129,989	52,616	.....	.....	52,616
Duluth & Northeastern Railroad Company.....	1,408,483	1,394,185	107,477	2,910,145	81,596	.....	.....	81,596
Duluth & Northern Minnesota Railway Company.....	6,450,834	3,409,623	428,998	10,289,555	290,550	111,846	151,622	554,018
Duluth, Rainy Lake & Winnipeg Railway Company.....	.....	.....	.....	.....	11,692	5,884	8,976	26,552
Duluth, South Shore & Pacific Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Terminal Railway Company.....	128,212,706	62,624,573	4,145,539	194,982,818	8,545,827	4,939,420	7,013,378	20,498,625
Great Northern Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Western Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Ft. Dodge Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & Eastern Railway Company.....	180,959	175,698	12,551	369,208	51,226	.....	.....	51,226
Minneapolis & Rainy River Railway Company.....	70,851	42,619	1,055	114,525	41,580	.....	.....	41,580
Minneapolis, Red Lake & Manitoba Railway Company.....	16,117,456	4,698,544	745,496	21,561,496	1,882,289	545,886	1,015,868	3,444,043
Minneapolis, St. Louis Railroad Company.....	53,548,341	15,184,770	1,984,673	70,717,784	3,439,172	2,953,142	2,968,035	9,360,350
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis Western Railway Company.....	36,124	36,858	4,999	77,981	.....	.....	.....	.....
Minnesota, Dakota & Western Railway Company.....	368,549	181,456	37,784	587,789	48,450	23,078	44,914	116,442
Big Fork & International Falls Railway Company.....	3,609,795	2,066,709	203,310	5,879,814	402,408	115,537	368,773	886,718
Minnesota & International Falls Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Mississippi, Hill City & Western Railway Company.....	37,667	30,497	.....	68,164	22,923	.....	.....	22,923
Northern Pacific Railway Company.....	77,236,867	24,046,319	2,445,357	103,728,543	5,941,914	3,905,489	5,009,001	14,856,404
Northern Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul Bridge & Terminal Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Winona Bridge & Terminal Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
470,873,883	199,597,672	18,495,359	688,966,914	37,872,439	20,745,192	30,271,540	88,889,171	88,889,171

TABLE XXIII(1).  
TRAFFIC AND MILEAGE STATISTICS, STATE OF MINNESOTA, YEAR ENDING JUNE 30, 1913.—REVENUE SERVICE—  
SPECIAL CAR MILES.

NAME OF ROAD	Freight Loaded.	Freight Empty.	Caboose.	Passen- get.	Sleeping Parlor and Ob- serva-tion	Other Passen- ger Train Cars	Total Special Car Miles	Total Revenue Car Mileage	Non-revenue Service Car Miles.
Minnesota & Manitoba Railway Co.								7,893,611	23,474
Canadian Northern Railway Co.								7,190,374	6,635
Chicago, Burlington & Quincy Railroad Co.	2,544	1,008	330	452	2,991	1,604	8,929	18,583,515	458,267
Chicago, Great Western Railroad Co.	53,103	255		9,942	22,429	9,590	95,319	115,977,656	5,336,436
Chicago, Milwaukee & St. Paul Railway Co.	19,243			7,743		26	28,285	31,512,246	2,292,162
Chicago & Northwestern Railway Co.	2,508			80	1,197	484	4,815	12,015,295	52,087
Chicago, Rock Island & Pacific Railway Co.	20,863			546				33,313,320	2,085,462
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	506			1,104			21,967	1,010,441	5,020
Dubuque & Sioux City Railroad (Illinois Central)				22			528		
Duluth Belt Line.									
Duluth & Iron Range Railroad Co.	1,360			510			1,870	40,697,653	662,807
Duluth, Missabe & Northern Railway Co.	5,053	34	508	1,870			7,555	47,420,338	1,042,963
Duluth & Northeastern Railroad Co.								1,182,605	
Duluth & Northern Minnesota Railroad Co.								2,991,741	
Duluth, Rainy Lake & Winnipeg Railroad Co.									
Duluth, Winnipeg & Pacific Railroad Co.	4,060								
Duluth, South Shore & Atlantic Railroad Co.				302	140	140	4,838	10,848,411	493,937
Duluth Terminal Railway Co.				4	S	4	16	26,568	
Great Northern Railway Co.	78,221		5,250	1,500	22,914		107,885	215,589,328	4,904,157
Green Bay & Western Railway Co.									
Mason City & Ft. Dodge Railway Co.									
Minneapolis Eastern Railway Co.									
Minneapolis & Rainy River Railway Co.				78			78	420,512	937
Minneapolis, Red Lake & Manitoba Railway Co.				264			264	156,369	31,263
Minneapolis & St. Louis Railroad Co.	4,077			22			4,099	25,009,638	112,944
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.			245	821			2,830	80,080,964	2,105,647
Minneapolis Western Railway Co.									
Minnesota, Dakota & Western Railway Company	56			31	11	7	105	78,086	59,251
Big Fork & International Falls Railway Company								704,231	22,670
Minnesota & International Falls Railway Co.	2,024		92				2,116	6,768,648	178,234
Minnesota & North Wisconsin Railway Co.									
Minnesota Transfer Railway Co.									
Mississippi, Hill City & Western Railway Company									
Northern Pacific Railway Co.	38,648		2,608	13,501	120		54,877	118,639,824	1,120,760
Northern Transfer of Minneapolis.									
Paul Bridge & Terminal Railway Company									
St. Paul Bridge & Terminal Railway Co.									
Winona Bridge Railway Co.									
Wisconsin Central Railway Co.									
Wisconsin, Minnesota & Pacific Railway Co.	234,030	1,207	12,262	37,122	49,810	11,856	316,376	778,202,401	20,066,143

## RAILROAD AND WAREHOUSE COMMISSION.

TABLE XXII(1)—Continued.  
TRAFFIC AND MILEAGE STATISTICS—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—TRAIN MILEAGE—REVENUE SERVICE

NAME OF ROAD	Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Total revenue train mileage	Non-revenue Service Train Miles
Minnesota & Manitoba Railway Company	178,065	63,300			241,385	..
Canadian Northern Railway Company	151,783	141,075			292,858	1,840
Chicago, Burlington & Quincy Railroad Company	517,215	723,956	40,238	702	1,282,111	56,203
Chicago Great Western Railroad Company	2,719,920	2,435,885	230,015	6,078	5,391,898	444,703
Chicago, Milwaukee & St. Paul Railway Company	1,136,701	825,080	246,592	1,297	2,209,607	44,666
Chicago & Northwestern Railway Company	1,424,953	354,041	50,164	430	829,588	15,801
Chicago, Rock Island & Pacific Railway Company	955,248	1,201,197	126,213	1,104	2,283,762	97,177
Chicago, St. Paul, Minneapolis & Omaha Railway Company	53,262	68,264		22	121,548	686
Dubuque & Sioux City Railway Company (Ill. Central)						
Duluth Belt Line	1,173,443	254,483	85,501	111	1,513,538	62,703
Duluth & Iron Range Railroad Company	993,145	363,508	15,030	598	1,372,281	93,078
Duluth, Missabe & Northern Railway Company	43,925		31,491		75,416	623
Duluth & Northeastern Railroad Company	107,096	2,314	38,750		148,760	11,593
Duluth & Northern Minnesota Railway Company						
Duluth, Rainy Lake & Winnipeg Railway Company						
Duluth, Winnipeg & Pacific Railway Company	335,519	79,694	73,983	266	489,462	40,870
Duluth, South Shore & Atlantic Railway Company		3,513		3	3,516	..
Duluth Terminal Railway Company						
Great Northern Railway Company	3,949,482	3,384,411	140,827	7,464	7,482,184	471,467
Green Bay & Western Railway Company						
Mason City & Ft. Dodge Railway Company						
Minneapolis Eastern Railway Company						
Minneapolis & Rainy River Railway Company	12,026		22,468	78	34,572	1,137
Minneapolis, Red Lake & Manitoba Railway Company	1,055	132	20,394	264	21,845	4,180
Minneapolis & St. Louis Railroad Company	745,496	724,957		464	1,470,917	28,778
Minneapolis, St. Paul & Sault Ste. Marie Railway Company	1,970,050	1,491,330	97,051	245	3,558,676	100,405
Minneapolis Western Railway Company						
Minneapolis, Dakota & Western Railway Company	5,009			7	5,016	3,419
Big Fork & International Falls Railway Company	27,458	22,418			49,876	2,123
Minnesota & International Falls Railway Company	199,385	194,656		92	394,133	17,107
Minnesota & North Wisconsin Railway Company						
Minnesota Transfer Railway Company						
Mississippi, Hill City & Western Railway Company						
Northern Pacific Railway Company	2,296,954		16,008		16,008	..
Railway Transfer of Minneapolis		2,326,796	128,569	2,728	4,754,987	213,587
St. Paul Bridge & Terminal Railway Company						
Winona Bridge Railway Company						
Wisconsin Central Railway Company						

TABLE XXII (m)  
TRAFFIC AND CAR STATISTICS. ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Switching Traffic Freight					Total Number of Cars Handled
	Number of Cars Handled Earning Revenue Loaded	Number of Cars Handled Earning Revenue Empty	Number of Cars Handled at Cost for Tenant Companies	Number of Cars Handled Not Earning Revenue Loaded	Number of Cars Handled Not Earning Revenue Empty	
<b>Minnesota &amp; Manitoba Railway Company</b> .....						
Canadian Northern Railway Company.....						
Chicago, Burlington & Quincy Railroad Company.....						
Chicago Great Western Railroad Company.....						
Chicago, Milwaukee & St. Paul Railway Company.....						
Chicago & Northwestern Railway Company.....						
Chicago, Rock Island & Pacific Railway Company.....						
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....						
Dubuque & Sioux City (Illinois Central).....						
Dubuque Belt Line.....						
Duluth & Iron Range Railroad Company.....						
Duluth, Missoula & Northern Railway Company.....						
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winifred Railway Company.....						
Duluth, Winnipeg & Pacific Railway Company.....						
Duluth, South Shore & Atlantic Railway Company.....						
Duluth Terminal Railway Company.....						
Great Northern Railway Company.....						
Green Bay & Western Railway Company.....						
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....						
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company.....						
Minneapolis & St. Louis Railroad Company.....						
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....						
Minneapolis Western Railway Company.....						
Minnesota, Dakota & Western Railway Company.....						
Big Fork & International Falls Railway Company.....						
Minnesota & International Falls Railway Company.....						
Minnesota & North Wisconsin Railway Company.....						
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....						
Northern Pacific Railway Company.....						
Railway Transfer of Minneapolis.....						
St. Paul Bridge & Terminal Railway Company.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....						
	205,517	142		981	107,108	433,838

TABLE XXII(m)—Continued.  
TRAFFIC AND CAR STATISTICS. ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Switching Traffic Passenger					
	Number of Cars Handled Earning Revenue Loaded	Number of Cars Handled Earning Revenue Empty	Number of Cars Handled at Cost for Tenant Companies	Number of Cars Handled Not Earning Revenue Loaded	Number of Cars Handled Not Earning Revenue Empty	Total Number of Cars Handled
Minnesota & Manitoba Railway Company.....						
Canadian Northern Railway Company.....						
Chicago Burlington & Quincy Railroad Company.....						
Chicago Great Western Railroad Company.....						
Chicago Milwaukee & St. Paul Railway Company.....						
Chicago & Northwestern Railway Company.....						
Chicago Rock Island & Pacific Railway Company.....						
Chicago St. Paul, Minneapolis & Omaha Railway Company.....						
Dubuque & Sioux City (Illinois Central).....						
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....						
Duluth, Missabe & Northern Railway Company.....						
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Winnipeg & Pacific Railway Company.....						
Duluth, South Shore & Atlantic Railway Company.....						
Duluth Terminal Railway Company.....						
Great Northern Railway Company.....						
Green Bay & Western Railway Company.....						
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....	140					140
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company.....						
Minneapolis & St. Louis Railroad Company.....						
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....						
Minneapolis Western Railroad Company.....						
Minnesota, Dakota & Western Railway Company.....						
Big Fork & International Falls Railway Company.....						
Minnesota & International Falls Railway Company.....						
Minnesota & North Wisconsin Railway Company.....						
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....						
Northern Pacific Railway Company.....						
Railway Transfer of Minneapolis.....						
St. Paul Bridge & Terminal Railway Company.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....	140					140

TABLE XXII(a).  
TRAFFIC AND CAR STATISTICS. ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Terminal Operations Freight		Terminal Operations Passenger	
	Number of Cars Handled at Earning Revenue	Number of Cars Handled at Cost for Tenant Companies	Number of Cars Handled at Earning Revenue	Number of Cars Handled at Cost for Tenant Companies
Minnesota & Manitoba Railway Company.....				
Canadian Northern Railway Company.....				
Chicago, Burlington & Quincy Railroad Company.....				
Chicago Great Western Railroad Company.....				
Chicago, Milwaukee & St. Paul Railway.....				
Chicago & Northwestern Railway Company.....				
Chicago, Rock Island & Pacific Railway Company.....				
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....				
Dubuque & Sioux City (Illinois Central).....				
Duluth Belt Line.....				
Duluth & Iron Range Railroad Company.....				
Duluth, Missabe & Northern Railway Company.....				
Duluth & Northeastern Railroad Company.....				
Duluth & Northern Minnesota Railway Company.....				
Duluth, Rainy Lake & Winnipeg Railway Company.....				
Duluth, Winton & Pacific Railway Company.....				
Duluth, South Shore & Atlantic Railway Company.....				
Duluth Terminal Railway Company.....				
Great Northern Railway Company.....				
Green Bay & Western Railway Company.....				
Mason City & Fort Dodge Railway Company.....				
Minneapolis, Eastern River Railway Company.....				
Minneapolis & Red Lake & Manitoba Railway Company.....				
Minneapolis & St. Louis Railroad Company.....				
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....				
Minneapolis Western Railway Company.....				
Minnesota, Dakota & Western Railway Company.....				
Big Fork & International Falls Railway Company.....				
Minnesota & International Falls Railway Company.....				
Minnesota & North Wisconsin Railway Company.....	1,428	714,512	715,940	
Mississippi Hill City & Western Railway Company.....				
Northern Pacific Railway Company.....				
Railway Transfer of Minneapolis.....				
St. Paul Bridge & Terminal Railway Company.....				
Winona Bridge Railway Company.....				
Wisconsin Central Railway Company.....				
Wisconsin, Minnesota & Pacific Railway Company.....	1,428	714,512	715,940	

TABLE XXII(c)—Continued.  
TRAFFIC AND CAR STATISTICS. ENTIRE LINES. YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Summary					Total Number of Cars Handled
	Total Number of Cars Handled Earning Revenue Loaded	Total Number of Cars Handled Earning Revenue Empty	Total Number of Cars Handled Not Earning Revenue Loaded	Total Number of Cars Handled Not Earning Revenue Empty	Total Number of Cars Handled at Cost for Tenant Companies	
<b>Minnesota &amp; Manitoba Railway Company</b> .....						
Canadian Northern Railway Company.....						
Chicago, Burlington & Quincy Railroad Company.....						
Chicago Great Western Railroad Company.....						
Chicago, Milwaukee & St. Paul Railway Company.....						
Chicago & Northwestern Railway Company.....						
Chicago, Rock Island & Pacific Ry.....						
Chicago, St. Paul, Minneapolis & Omaha Railway.....						
Dubuque & Sioux City (Illinois Central).....						
Duluth Belt Line.....						
Duluth & Iron Range Railroad Company.....						
Duluth, Missabe & Northern Railway Company.....						
Duluth & Northeastern Railroad Company.....						
Duluth & Northern Minnesota Railway Company.....						
Duluth, Rainy Lake & Winnipeg Railway Company.....						
Duluth, Winnipeg & Pacific Railway Company.....						
Duluth, South Shore & Atlantic Railway Company.....						
Duluth Terminal Railway Company.....						
Great Northern Railway Company.....						
Green Bay & Western Railway Company.....						
Mason City & Fort Dodge Railway Company.....						
Minneapolis Eastern Railway Company.....						
Minneapolis & Rainy River Railway Company.....						
Minneapolis, Red Lake & Manitoba Railway Company.....						
Minneapolis & St. Louis Railroad Company.....						
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....						
Minneapolis Western Railway Company.....						
Minnesota, Dakota & Western Railway Company.....						
Minnesota & International Falls Railway Company.....						
Big Fork & International Railway Company.....						
Minnesota & North Wisconsin Ry. Company.....						
Minnesota Transfer Railway Company.....						
Mississippi, Hill City & Western Railway Company.....						
Northern Pacific Railway Company.....						
Railway Transfer of Minneapolis.....						
St. Paul Bridge & Terminal Railway Company.....						
Winona Bridge Railway Company.....						
Wisconsin Central Railway Company.....						
Wisconsin, Minnesota & Pacific Railway Company.....						
	267,077	150	959	95,417	786,315	1,149,918

TABLE XXII(o).  
REVENUE AND EXPENSE STATISTICS—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—SWITCHING TRAFFIC AND TERMINAL OPERATIONS

NAME OF ROAD	Revenue from Revenue Cars	Other Revenue	Total Revenue	Average revenue per Car	Amount received from Tenant Companies	Average amount received per Car from Tenant Companies	Operating Expenses	Average Expenses per Car Handled
Minnesota & Manitoba Railway Company								
Canadian Northern Railway Company								
Chicago, Burlington & Quincy Railroad Company								
Chicago Great Western Railroad Company								
Chicago, Milwaukee & St. Paul Railway Company								
Chicago & Northwestern Railway Company								
Chicago, Rock Island & Pacific Railway Company								
Chicago, St. Paul, Minneapolis & Omaha Railway Company								
Dubuque & Sioux City Railway Company (Ill. Central)								
Duluth Belt Line								
Duluth & Iron Range Railroad Company								
Duluth, Missabe & Northern Railway Company								
Duluth & Northeastern Railroad Company								
Duluth & Northern Minnesota Railway Company	\$65,605.68		\$65,605.68	\$2.907			\$51,225.28	\$1.135
Duluth, Rainy Lake & Winnipeg Railway Company								
Duluth, Winnipeg & Pacific Railway Company								
Duluth, South Shore & Atlantic Railway Company								
Duluth, Terminal Railway Company								
Great Northern Railway Company								
Green Bay & Western Railway Company								
Mason City & Ft. Dodge Railway Company								
Minneapolis Eastern Railway Company	67,183.80	\$491.00	67,674.80	1.891			32,329.40	.646
Minneapolis & Rainy River Railway Company								
Minneapolis, Red Lake & Manitoba Railway Company								
Minneapolis & St. Louis Railroad Company								
Minneapolis, St. Paul & Sault Ste. Marie Railway Company								
Minneapolis Western Railway Company	37,011.44	1,165.00	38,176.44	.809			30,614.44	.670
Minnesota, Dakota & Western Railway Company								
Big Fork & International Falls Railway Company								
Minnesota & International Falls Railway Company								
Minnesota & North Wisconsin Railway Company								
Minnesota Transfer Railway Company	5,493.20	20,757.90	26,251.10	3.846	\$921,349.32	\$1,289.00	853,580.92	1.192
Mississippi, Hill City & Western Railway Company								
Northern Pacific Railway Company								
Railway Transfer of Minneapolis	205,908.45	1,517.00	207,425.45	1.100			97,504.12	.563
St. Paul Bridge & Terminal Railway Company	160,991.00	2,102.25	163,093.25	1.361			115,871.40	.967
Winona Bridge Railway Company								
Wisconsin Central Railway Company								
Wisconsin, Minnesota & Pacific Railway Company								
	\$542,193.57	\$26,033.15	\$568,226.72		\$621,349.32		\$1,181,125.56	



TABLE XXIII  
FREIGHT TRAFFIC MOVEMENT—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—COMPANY'S MATERIAL EXCLUDED

NAME OF ROAD	Products of Agriculture		Products of Animals		Products of Mines		Products of Forests	
	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent
Minnesota & Manitoba Railway Company.....	1,841,161	27.000	110,755	1.620	1,870,145	27.550	1,316,750	19.310
Canadian Northern Railway Company.....	6,727,923	20.150	2,317,520	6.400	13,064,485	40.920	2,390,198	6.950
Chicago, Burlington & Quincy Railroad Company.....	4,423,323	26.890	3,354,670	9.730	13,064,087	26.890	2,390,198	7.720
Chicago Great Western Railroad Company.....	4,423,323	26.890	3,354,670	9.730	13,064,087	26.890	2,390,198	7.720
Chicago, Milwaukee & St. Paul Railway Company.....	6,889,092	21.302	1,729,043	5.773	8,779,587	26.850	5,114,098	15.654
Chicago & North Western Railway Company.....	6,889,092	21.302	1,729,043	5.773	8,779,587	26.850	5,114,098	15.654
Chicago, Rock Island & Pacific Railway Company.....	5,602,607	27.030	1,423,298	6.870	16,967,135	40.870	5,935,610	13.240
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	2,656,556	22.370	1,423,116	5.840	6,380,423	20.750	2,103,677	10.150
Dubuque & Sioux City (Illinois Central) Railroad Company.....	1,375,818	39.690	269,773	7.780	1,722,847	20.850	1,934,912	23.580
Duluth & Iron Range Railroad Company.....	25,454	200	3,127	0.35	11,333,437	89.910	1,137,920	9.030
Duluth, Missabe & Northern Railway Company.....	23,254	160	1,726	0.10	14,031,645	95.010	509,281	3.450
Duluth & Northeastern Railroad Company.....	3,207	620	592	1.10	14,685	2.750	511,434	95.640
Duluth & Northern Minnesota Railway Company.....	3,265	420	1,140	1.62	14,840	1.15	746,555	99.240
Duluth, Waukegan & Winnipeg Railway Company.....	251,307	12.010	3,604	1.80	165,811	8.520	1,303,134	71.560
Duluth, Winnipeg & Pacific Railway Company.....	163,870	4.800	24,207	7.00	1,821,537	52.730	1,000,888	28.970
Duluth, South Shore & Atlantic Railway Company.....	5,693,445	16.930	348,298	1.040	21,504,960	63.950	3,059,719	9.100
Duluth Terminal Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Western Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Fort Dodge Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis & Eastern Railway Company.....	2,719	1.690	801	490	1,524	940	154,653	95.110
Minneapolis, Red Lake & Manitoba Railway Company.....	1,494	2.690	222,364	3.950	113	290	51,512	92.720
Minneapolis & St. Louis Railroad Company.....	1,909,060	33.900	222,364	3.950	1,727,132	30.680	367,704	6.530
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	3,216,299	23.520	212,762	1.560	3,511,965	25.680	3,529,398	25.810
Minneapolis Western Railway Company.....	520	700	212	290	2,722	3.620	59,401	79.050
Minnesota, Dakota & Western Railway Company.....	5,380	2.190	549	320	17,618	7.160	138,728	56.400
Big Fork & International Falls Railway Company.....	22,927	2.520	5,234	570	25,834	2.840	710,749	78.060
Minnesota & International Falls Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Mississippi, Hill City & Western Railway Company.....	655	1.780	41	1.10	504	1.370	28,753	78.140
Northern Pacific Railway Company.....	4,707,467	22.110	334,129	1.570	5,883,812	27.640	6,993,761	32.860
Railway Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul Bridge & Terminal Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Winona Bridge Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	49,540,937	.....	9,785,146	.....	114,148,913	.....	39,751,834	.....

TABLE XXIII—Continued  
FREIGHT TRAFFIC MOVEMENT—ENTIRE LINES—YEAR ENDING JUNE 30, 1913—COMPANY'S MATERIAL EXCLUDED

NAME OF ROAD	Manufactures		Merchandise		Miscellaneous Other Commodities Not Mentioned		Total Tonnage	
	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent
Minnesota & Manitoba Railway Company.....	864,766	12.670	124,051	1.820	684,783	10.030	6,821,811	100.00
Canadian Northern Railway Company.....	5,490,096	16.440	2,072,275	6.210	796,942	2.300	33,389,439	100.00
Chicago, Burlington & Quincy Railroad Company.....	1,299,768	24.490	331,063	6.240	79,606	1.590	5,306,774	100.00
Chicago, Milwaukee & St. Paul Railway Company.....	6,290,691	19.255	3,178,326	9.729	603,475	1.847	32,668,175	100.00
Chicago & Northwestern Railway Company.....	6,496,325	14.490	2,348,828	5.240	1,218,826	2.710	44,849,071	100.00
Chicago, Rock Island & Pacific Railway Company.....	3,837,832	18.520	1,283,787	6.190	93,721	4.50	20,725,543	100.00
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	1,144,770	13.950	619,124	7.550	114,348	1.390	8,205,947	100.00
Dubuque & Sioux City (Illinois Central) Railroad Company.....	538,411	15.540	262,607	7.580	73,721	2.130	3,466,187	100.00
Duluth Belt Line.....	33,354	260	36,628	290	35,198	280	12,905,118	100.00
Duluth & Iron Range Railroad Company.....	116,520	800	67,561	450	19,125	120	14,789,112	100.00
Duluth & Northeastern Railroad Company.....	2,216	410	2,499	470	.....	.....	534,733	100.00
Duluth & Northern Minnesota Railway Company.....	490	063	.....	.....	.....	.....	752,290	100.00
Duluth, Rainy Lake & Winnipeg Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, Winnipeg & Pacific Railway Company.....	111,565	5.730	1,477	080	19,888	1.020	1,946,787	100.00
Duluth, South Shore & Atlantic Railway Company.....	209,914	6.070	105,544	3.050	123,954	3.590	3,454,914	100.00
Duluth Terminal Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern Railway Company.....	1,721,620	5.120	807,879	2.580	430,717	1.280	33,626,638	100.00
Green Bay & Western Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City & Fort Dodge Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis Eastern Railway Company.....	1,097	660	1,676	1.030	120	080	162,590	100.00
Minneapolis & Rainy River Railway Company.....	234	420	2,146	3.860	62	110	55,561	100.00
Minneapolis, Red Lake & Manitoba Railway Company.....	895,968	15.910	349,583	6.210	160,053	2.840	5,631,954	100.00
Minneapolis & St. Louis Railroad Company.....	1,682,684	12.310	554,732	4.060	965,950	7.060	13,673,790	100.00
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minneapolis, Western Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota, Dakota & Western Railway Company.....	9,513	12.660	2,749	3.660	22	020	75,139	100.00
Big Fork & International Falls Railway Company.....	74,423	30.260	8,191	3.330	1,084	440	245,973	100.00
Minnesota & International Falls Railway Company.....	86,346	9.480	54,523	5.990	4,890	540	910,503	100.00
Minnesota & North Wisconsin Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota Transfer Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Mississippi, Hill City & Western Railway Company.....	5,279	14.350	810	2.200	754	2.050	36,796	100.00
Northern Pacific Railway Company.....	1,836,906	8.630	1,159,866	5.450	309,586	1.740	21,285,527	100.00
Northern Transfer of Minneapolis.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Paul Bridge & Terminal Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Winona Bridge & Terminal Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin, Minnesota & Pacific Railway Company.....	.....	.....	.....	.....	.....	.....	.....	.....
	32,750,788	.....	13,433,925	.....	5,790,828	.....	205,210,371	.....

TABLE XXIII(a)  
FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—COMPANY'S MATERIAL EXCLUDED

NAME OF ROAD	Products of Agriculture		Products of Animals		Products of Mines		Products of Forests	
	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent
Minnesota & Manitoba Railway Company.....	1,594,126	52.810	9,171	300	416,211	14.780	483,620	16.11
Canadian Northern Railway Company.....	2,303	43.260	108	2.020	78	1.460	331	6.22
Chicago, Burlington & Quincy Railroad Company.....	767,590	48.896	No Rec	No Rec	267,021	No Rec	ord Kept.	7.077
Chicago, Great Western & St. Paul Railway Company.....	332,572	64.109	70,912	4.517	28,124	5.430	21,346	4.110
Chicago & Northwestern Railway Company.....	555,051	38.510	54,313	3.770	191,605	13.300	242,162	16.800
Chicago, Rock Island & Pacific Railway Company.....	386,434	55.420	39,614	5.680	13,829	1.980	63,372	9.090
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	119,413	26.090	23,894	5.220	87,217	19.060	80,264	17.510
Dubuque & Sioux City (Illinois Central) Railroad Company.....	16,244	1.200	1,272	.090	284,331	21.120	963,871	71.560
Duluth Belt Line.....	No Rec	No Rec	ord Kept.	ord Kept.	14,685	2.750	511,434	95.640
Duluth, Missabe & Northern Railway Company.....	3,307	620	592	.110	840	1.110	746,555	99.240
Duluth & Northeastern Railroad Company.....	3,265	.420	1,140	.162				
Duluth & Northern Minnesota Railway Company.....								
Duluth, Rainy Lake & Winnipeg Railway Company.....								
Duluth, Winnipeg & Pacific Railway Company.....	251,307	12.910	3,601	.180	165,811	8.520	1,393,134	71.560
Duluth, South Shore & Atlantic Railway Company.....								
Duluth Terminal Railway Company.....								
Great Northern Railway Company.....	775,660	44.250	81,476	4.650	124,363	7.100	389,691	22.230
Green Bay & Western Railway Company.....								
Mason City & Fort Dodge Railway Company.....								
Minneapolis Eastern Railway Company.....	2,719	1.690	801	.490	1,524	.940	154,652	95.110
Minneapolis & Rainy River Railway Company.....	1,597	2.800			136	.240	52,862	92.910
Minneapolis, Red Lake & Manitoba Railway Company.....	1,173,196	43.810	78,188	2.920	467,890	17.470	289,571	10.810
Minneapolis & St. Louis Railroad Company.....	207,147	29.520	32,809	4.670	13,948	1.990	270,431	38.490
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....								
Minneapolis Western Railway Company.....	520	.700	212	.290	2,732	3.620	56.40	79.050
Minnesota, Dakota & Western Railway Company.....	5,380	2.190	549	.220	17,618	7.160	138,721	56.400
Big Fork & International Falls Railway Company.....	22,927	2.520	5,234	.570	25,834	2.840	710,741	78.060
Minnesota & International Falls Railway Company.....								
Minnesota & North Wisconsin Railway Company.....								
Minnesota Transfer Railway Company.....								
Mississippi, Hill City & Western Railway Company.....	655	1.780	41	.110	504	1.370	28,752	78.110
Northern Pacific Railway Company.....	363,430	20.270	43,891	2.430	431,942	24.090	518,442	28.910
Railway Transfer of Minneapolis.....								
St. Paul Bridge & Terminal Railway Company.....								
Winona Bridge Railway Company.....								
Wisconsin Central Railway Company.....								

TABLE XXIII(a)—Continued  
 FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA—YEAR ENDING JUNE 30, 1913—COMPANY'S MATERIAL EXCLUDED

NAME OF ROAD	Manufactures		Merchandise		Miscellaneous Other Commodities Not Mentioned		Total Tonnage	
	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent	Whole Tons	Per Cent
Minnesota & Manitoba Railway Company.....	242,518	8.010	91,011	3.020	153,027	5.070	3,019,684	100.00
Canadian Northern Railway Company.....	684	12.850	984	18.480	835	15.680	5,323	100.00
Chicago, Burlington & Quincy Railroad Company.....		No Rec	ord Kept.		No Rec	ord Kept.		
Chicago Great Western Railroad Company.....	126,600	8.064	154,643	9.851	71,390	4.518	1,569,851	100.00
Chicago, Milwaukee & St. Paul Railway Company.....	33,189	6.400	65,663	12.660	9,762	1.890	518,820	100.00
Chicago & Northwestern Railway Company.....	326,612	22.660	67,784	4.700	3,756	.260	1,441,286	100.00
Chicago, Rock Island & Pacific Railway Company.....	67,077	9.620	35,420	7.730	29,548	4.240	697,304	100.00
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	101,851	22.260	93,420	7.730	9,740	2.130	457,799	100.00
Dubuque & Sioux City (Illinois Central) Railroad Company.....								
Duluth Belt Line.....								
Duluth & Iron Range.....	18,439	1.370	30,057	2.230	32,666	2.430	1,346,880	100.00
Duluth, Missabe & Northern Railway Company.....		No Rec	ord Kept.		No Rec	ord Kept.		
Duluth & Northeastern Railroad Company.....	2,216	.410	2,499	.470			534,733	100.00
Duluth & Northern Minnesota Railway Company.....	490	.063					752,290	100.00
Duluth, Rainy Lake & Winnipeg Railway Company.....								
Duluth, Winnipeg & Pacific Railway Company.....	111,565	5.730	1,477	.080	19,888	1.020	1,946,786	100.00
Duluth, South Shore & Atlantic Railway Company.....								
Duluth Terminal Railway Company.....								
Great Northern Railway Company.....	131,310	7.490	208,724	11.900	41,593	2.380	1,752,825	100.00
Green Bay & Western Railway Company.....								
Mason City & Fort Dodge Railway Company.....								
Minneapolis Eastern Railway Company.....	1,097	.660	1,676	1.030	120	.090	162,590	100.00
Minneapolis & Rainy River Railway Company.....	150	.260	2,015	3.540	138	.250	56,899	100.00
Minneapolis, Red Lake & Manitoba Railway Company.....	448,018	16.730	171,111	6.390	49,980	1.870	2,677,954	100.00
Minneapolis & St. Louis Railroad Company.....	52,128	7.380	63,700	9.060	62,200	8.880	702,666	100.00
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....								
Minneapolis Western Railway Company.....								
Minnesota, Dakota & Western Railway Company.....	9,513	12.660	2,749	3.660	22	.020	75,139	100.00
Big Fork & International Falls Railway Company.....	74,423	30.260	8,191	3.330	1,084	.440	245,973	100.00
Minnesota & International Railway Company.....	86,348	9.480	54,523	5.990	4,890	.540	910,503	100.00
Minnesota & North Wisconsin Railway Company.....								
Minnesota Transfer Railway Company.....								
Mississippi, Hill City & Western Railway Company.....	5,279	14.350	810	2.200	754	2.050	36,796	100.00
Northern Pacific Railway Company.....	183,509	10.240	146,666	8.180	105,146	5.860	1,793,026	100.00
Railway Transfer of Minneapolis.....								
St. Paul Bridge & Terminal Railway Company.....								
Winona Bridge Railway Company.....								
Wisconsin Central Railway Company.....								
Wisconsin, Minnesota & Pacific Railway Company.....								

\* Totals would be misleading account some lines not reporting.

TABLE XXIV.

DESCRIPTION OF EQUIPMENT—ENTIRE LINES—YEAR ENDING JUNE 30, 1913.

NAME OF ROAD	Locomotives	Passenger Cars in Service	Cars in Freight Service	Cars in Com- pany's Service	Total Cars in Service
Minnesota & Manitoba Railway Company					
Canadian Northern Railway Company	426	411	21,858	1,319	23,588
Chicago, Burlington & Quincy Railroad Company	1,772	1,253	55,735	6,301	63,289
Chicago Great Western Railroad Company	289	190	10,891	833	11,914
Chicago, Milwaukee & St. Paul Railway Company	1,952	1,559	64,657	2,833	69,049
Chicago & Northwestern Railway Company	1,722	1,789	60,429	3,672	65,890
Chicago, Rock Island & Pacific Railway Company	1,552	1,085	43,040	4,462	48,587
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	377	321	12,569	335	13,225
Dubuque & Sioux City Railway Company (Ill. Central)	55	45	199	7	251
Duluth Belt Line					
Duluth & Iron Range Railroad Company	102	28	5,602	158	5,788
Duluth, Missabe & Northern Railway Company	110	37	7,438	117	7,592
Duluth & Northeastern Railroad Company	6	2	241	9	252
Duluth & Northern Minnesota Railway Company	12	2	446	13	461
Duluth, Rainy Lake & Winnipeg Railway Company	12	6	522	19	547
Duluth, Winnipeg & Pacific Railway Company	22	7	1,756	38	1,801
Duluth, South Shore & Atlantic Railway Company	97	67	3,309	133	3,509
Duluth Terminal Railway Company					
Great Northern Railway Company	1,282	1,014	53,594	1,868	56,476
Green Bay & Western Railway Company					
Mason City & Ft. Dodge Railway Company					
Minneapolis Eastern Railway Company	2				
Minneapolis & Rainy River Railway Company	10	4	323	4	331
Minneapolis, Red Lake & Manitoba Railway Co.	3	3	68	6	77
Minneapolis & St. Louis Railroad Company	220	129	7,416	485	8,030
Minneapolis, St. Paul & Sault Ste. Marie Railway Co.	529	374	26,150	460	26,984
Minneapolis Western Railway Company	2		1		1
Minnesota, Dakota & Western Railway Company	6		241	13	254
Big Fork & International Falls Railway Company	1	2			2
Minnesota & International Railway Company	21	14	520	31	565
Minnesota & North Wisconsin Railway Company					
Minnesota Transfer Railway Company	20			2	2
Mississippi, Hill City & Western Railway Company	4	2	14	3	19
Northern Pacific Railway Company	1,366	1,153	46,988	3,649	51,790
Railway Transfer of Minneapolis	4				
St. Paul Bridge & Terminal Railway Company	5			3	3
Winona Bridge Railway Company					
Wisconsin Central Railway Company					
Wisconsin, Minnesota & Pacific Railway Company					
	11,981	9,497	424,007	26,773	460,277

**TABLE XXV.**  
COMPARATIVE STATEMENT OF RAILROAD TAXES AND EARNINGS FOR THE CALENDAR YEARS 1911 AND 1912.

NAME OF COMPANIES	Gross Earnings 1911	Taxes 1911	Gross Earnings 1912	Taxes 1912
Big Fork & International Falls Railway Company.....	\$114,324.71	\$4,572.99	\$102,537.26	\$4,101.09
Canadian Northern Railway Company.....	655,098.51	26,123.91	808,870.35	32,354.51
Chicago, Burlington & Quincy Railroad Company.....	478,921.64	19,156.87	583,755.45	23,310.22
Chicago Great Western Railroad Company.....	2,411,956.46	96,478.26	2,535,356.24	101,414.25
Chicago, Milwaukee & St. Paul Railway Company.....	11,107,085.88	444,283.42	12,401,989.50	496,079.58
Chicago & Northwestern Railway Company.....	3,158,040.80	126,345.61	3,627,835.97	145,114.24
Chicago, Rock Island & Pacific Railway Company.....	1,367,778.28	54,711.13	1,507,197.55	60,287.90
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	5,353,161.78	214,126.47	5,331,853.45	213,274.10
Dubuque & Sioux City (Ill. Central) Railway Company.....	103,543.48	4,141.74	102,702.13	4,108.09
Duluth Belt Line.....	7,363.80	294.55	6,417.50	256.70
Duluth & Iron Range Railroad Company.....	6,718,978.25	268,759.13	6,803,347.02	272,133.88
Duluth, Missabe & Northern Railway Company.....	7,353,833.40	294,153.34	8,326,568.73	329,065.55
Duluth & Northeastern Railroad Company.....	222,965.17	8,918.61	130,237.63	5,209.50
Duluth & Northern Minnesota Railway Company.....	379,690.58	15,197.92	375,092.88	15,003.71
Duluth, Rainy Lake & Winnipeg Railway Company (*Duluth, Winnipeg & Pacific)	677,430.87	27,097.50	*900,673.83	36,028.91
Duluth, South Shore & Atlantic Railway Company.....	3,596.36	143.85	2,693.82	107.75
Great Northern Railway Company.....	24,566,722.78	982,788.91	29,125,532.18	1,165,031.29
Green Bay & Western Railway Company.....	3,352.28	131.00	4,191.60	107.66
Iowa Central Railway Company.....	69,590.12	2,783.60	†	†
Minneapolis Eastern Railway Company.....	61,357.13	2,454.29	69,073.10	2,762.92
Minneapolis & Rainy River Railway Company.....	153,126.78	6,303.07	165,318.00	6,612.72
Minneapolis, Red Lake & Manitoba Railway Company.....	65,811.75	2,632.47	56,143.04	2,245.72
Minneapolis & St. Louis Railroad Company.....	2,925,333.73	117,013.35	3,445,465.50	137,818.62
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	7,613,745.35	304,549.81	10,015,733.16	400,628.93
Minneapolis & St. Paul Suburban Railway Company.....	364,240.04	14,569.60	390,212.90	15,908.52
Minneapolis, St. Paul, Rochester & Dubuque Electric Railway Company.....	49,114.00	1,964.56	109,784.72	4,391.39
Minneapolis Western Railway Company.....	41,429.39	1,637.18	36,700.11	1,468.00
Minneapolis & International Railway Company.....	843,020.06	33,720.80	871,630.89	34,285.24
Minnesota & North Wisconsin Railway Company.....	10,082.45	763.30	13,016.79	520.87
Minnesota, Dakota & Western Railway Company.....	51,680.12	2,067.20	117,337.75	4,693.51
Mississippi Transfer Railway Company.....	35,304.60	1,412.18	40,703.27	1,628.13
Mississippi, Hill City & Western Railway Company.....	14,208,833.69	568,353.35	34,424.70	1,376.99
Northern Pacific Railway Company.....	180,917.40	7,596.70	17,380,477.73	695,219.11
Railway Transfer of Minneapolis.....	138,319.00	5,332.76	198,072.86	7,922.91
St. Paul Bridge & Terminal Railway Company.....	251,646.95	10,065.88	150,761.00	6,030.56
Wisconsin Central Railway Company.....			290,638.72	11,625.15
<b>Total.....</b>	<b>\$91,769,006.18</b>	<b>\$3,670,760.25</b>	<b>\$105,961,358.19</b>	<b>\$4,238,454.32</b>

†Included in Minneapolis & St. Louis Railroad Company.

---

**RAILROAD COMPANIES' REPORTS**

**TO THE**

**RAILROAD AND WAREHOUSE**

**COMMISSION**

**FOR THE**

**YEAR ENDING JUNE 30, 1913**

---

**NOTE**—All of these reports are duly verified by the proper officers of the respective companies.

---





(Page 2.)

## THE MINNESOTA &amp; MANITOBA RAILROAD COMPANY

## EXPLANATORY REMARKS

This is a financial report only. The Company leased its lines to the Canadian Northern Railway Company, which latter Company operates them.

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. The Minnesota & Manitoba Railroad Company.
2. Date of organization. March 1st, 1899.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. State of Minnesota. By articles of incorporation dated April 12, 1899, and recorded in office of register of deeds, county of Hennepin, Minnesota, book 79 of miscellaneous, page 353.
7. What carrier operates the road of this company? The Canadian Northern Railway Company.

Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Hector Baxter.....	Minneapolis, Minn.....	} Until election of successors.
Clarence H. Childs.....	Minneapolis, Minn.....	
David W. Knowlton.....	Minneapolis, Minn.....	
Chas. E. Sanford.....	Minneapolis, Minn.....	
Ed. E. Hawley.....	Minneapolis, Minn.....	

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Hector Baxter.....	Minneapolis, Minn.
Secretary.....	Ed. E. Hawley.....	Minneapolis, Minn.
Gen. Solicitor, Attorney or Gen. Counsel.....	Hector Baxter.....	Minneapolis, Minn.
Assistant Comptroller.....	J. D. Morton.....	Toronto, Ontario.

Officer to whom correspondence concerning this report should be addressed: Name, J. D. Morton; title, Asst. Comptroller; address, Toronto, Ontario.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. December 31st, 1910.
  2. Date of last closing of stock books before end of year for which this report is made. Books not closed.
  3. Total number of stockholders of record at the date required in answer to Question 2. Six.
  4. Has each share of stock one vote? Yes.
  5. Has any issue of securities contingent voting rights? No.
  6. Has any issue of securities special privileges in the election of directors? No.
  7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
- (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. The Canadian Northern Railway Company.
  - (c) The manner in which control was established. Through stock ownership.
  - (d) The extent of control. Entire.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
- (a) The name of the trustee. National Trust Company, Ltd.
  - (b) The name of the beneficiary or beneficiaries for whom the trust was maintained. Canadian Northern Railway Company.

(Page 15c.)

## ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Companies (Other than Switching and Terminal) not Making Operating Reports.)

NAME OF EVERY RAILWAY COMPANY THE INCOME OF WHICH, FROM LEASE OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THIS REPORT.

NAME	TERMINI		Miles of Line (Single Track)	NAME OF LESSEE
	From	To		
Minnesota & Manitoba Railroad.....	Manitoba Intl. Bdy.	Ontario Intl. Bdy.	43.70	Canadian Northern Railway Co.
Total Mileage .....			43.70	

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

STATE OR TERRITORY	LINE OWNED (Single Track)			New Line Constructed During Year (Single Track)
	Main Line	Branches and Spurs	Total	
	43.70		43.70	
Minnesota.....	43.70		43.70	
Total Mileage Owned.....	43.70		43.70	

(Page 19.)

## ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OPERATING COMPANY	Miles of Line		LEASE OR AGREEMENT	
	From	To	Date	Term
Canadian Northern Railway.....	Manitoba Int'l Boundary...	Ontario Int'l Boundary 43.70	Oct. 1, 1901.	99 years....
				Lease at rental of \$26,460.00 per annum.

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Requirement of Respondents' Securities. 11. All other important financial changes.

Page 82.

The only Contract is the lease to the Canadian Northern Railway Company which operates this line with respect to all traffic.

(Page 89.)

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

See Page 82.

## THE CANADIAN NORTHERN RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. The Canadian Northern Railway Company.
2. Date of organization. Year 1880.
3. Under laws of what government, state or territory organized. If more than one, name all. Give reference to each statute and all amendments thereof.
4. If a consolidated company name the constituent companies. Give reference to charters of each, and all amendments of same.

## Answers to Questions 3 and 4, page 3

Nelson Valley Railway & Transportation Co.—Can. 1880, c. 57; 1883, c. 69.  
 Winnipeg & Hudson Bay Railway & Steamship Co.—Can. 1880, c. 59; 1883, c. 69; 1884, c. 70; 1886, c. 73; 1887, c. 81.  
 Winnipeg-Great Northern Railway Co.—Can. 1894, c. 94; 1895, c. 8; 1896, c. 40; 1898, c. 10; 1899, c. 57.  
 Lake Manitoba Railway Canal Co.—Can. 1889, c. 57; 1890, c. 72; 1892, c. 41; 1895, c. 8, S. 3; 1895, c. 52; 1897, c. 49; 1898, c. 30; 1899, c. 57.  
 Manitoba & South Eastern Railway Co.—Can. 1889, c. 60; 1890, c. 77; 1892, c. 46; 1893, c. 53; 1895, c. 55; 1897, c. 53; 1899, c. 75; 1901, c. 52.  
 Thunder Bay Colonial Railway Co.—Ont. 1883, c. 50; 1886, c. 70; 1887, c. 73.  
 Port Arthur, Duluth & Winnipeg Railway Co.—Ont. 1887, c. 73; 1888, c. 75; Can. 1888, c. 84; 1890, c. 76; 1893, c. 59; 1899, c. 80.  
 Ontario & Rainy River Railway Co.—Ont. 1886, c. 75; Can. 1891, c. 82; 1892, c. 81; 1899, c. 80; 1900, c. 69; 1901, c. 52.  
 Morden & North Western Railway Co.—Man. 1901, c. 61; 1902, c. 42; 1902, c. 64; Can. 1902, c. 50, S. 7.  
 Western Extension Railway Co.—Man. 1903, c. 67; Can. 1903, c. 97, s. 3.  
 Canadian Northern Railway Co.—Can. 1899, c. 57; 1901, c. 52; 1902, c. 50; 1901, c. 53; 1903, c. 57; 1904, c. 60; 1905, c. 72; 1907, c. 71; 1908, c. 11, 71; 1910, c. 80; 1912, c. 77; Alb., 1912, c. Aid Acts; Sask., 1912, c. Aid Ext.; Sask., 1912, c. Aid Sub.

## LEASED LINES

Northern Pacific & Manitoba Railway Co.—Man. 1888, cs. 2, 7; 1889, cs. 17, 18, 19; 1890, cs. 2; 1900, c. 33; 1901, cs. 38, 39; Can. 1889, c. 58; 1899, c. 79; 1901, c. 73; 1901, c. 53.  
 Portage & North Western Railway Co.—Man. 1899, c. 51, 52; 1899, c. 24, s. 35; 1901, c. 38, 39; Can. 1901, c. 53, 73.  
 Red River Valley Railway Co.—Man. 1887, c. 4; 1888, c. 2, ss. 419; 1888, c. 5; 1889, c. 17, Sch. G.; 1889, c. ss. 11, 12; 1892, c. 42.  
 Waskada & North Eastern Railway Co.—Man. 1899, c. 65; 1901, cs. 38, 39; Can. 1901, cs. 53, 73.  
 Winnipeg Transfer Tracks—Man. 1890, c. 65; 1893, c. 27; 1894, c. 48; 1901, cs. 53, 73.

## ALLIED LINE

## Minnesota &amp; Manitoba Railroad Company.

5. Date and authority for each consolidation.
1. Nelson Valley Railway and Hudson Bay Railway & Steamship Co., C. 1883.
2. Winnipeg & Hudson Bay Railway & Steamship Co. and Winnipeg & Hudson Bay Railway Co., 1887, C. 81.
3. Winnipeg & Hudson Bay Railway & Steamship Co. and Winnipeg-Great Northern Railway C. 1894, C. 94.
4. Lake Manitoba Railway Co. and Winnipeg-Great Northern Railway and Canadian Northern Railway, Co. 1899, C. 57.
5. Thunder Bay Company and Port Arthur & Duluth & Western Railway, C. 1887, C. 73.
6. Port Arthur, Duluth & Western Railway and Ontario R. R., C. 1899, C. 80.
7. Ontario R. R. Company and Man. & S. S. Ry. and Canadian Northern Ry., C. 1901, C. 52.
8. Morden & North Western Railway and Canadian Northern Ry., C. 1902, C. 50, 57.
9. Western Extension Railway and Canadian Northern Railway, C. 1903, C. 97.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Sir Wm. Mackenzie.....	Toronto, Ontario.....	} Until election of successors.
Sir D. Mann.....	Toronto, Ontario.....	
Z. A. Lash, K. C., L. L. D.....	Toronto, Ontario.....	
Frederick Nichols.....	Toronto, Ontario.....	
R. M. Home-Payne.....	London, England.....	

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Sir Wm. Mackenzie.....	Toronto, Ontario
First Vice President.....	Sir D. Mann.....	Toronto, Ontario
Third Vice President.....	D. B. Hanna.....	Toronto, Ontario
Secretary.....	W. H. Moore.....	Toronto, Ontario
Treasurer.....	L. W. Mitchell.....	Toronto, Ontario
Senior Counsel.....	Z. A. Lash, K. C., L. L. D.....	Toronto, Ontario.
Attorney or General Counsel.....	Hon. F. H. Phippen, K. C.....	Toronto, Ontario
Chief Solicitor.....	G. Ruel.....	Toronto, Ontario.
Assistant Solicitor.....	A. J. Reid, K. C.....	Toronto, Ontario
Assistant Comptroller.....	J. D. Morton.....	Toronto, Ontario
Auditor, General.....	C. E. Friend.....	Winnipeg, Manitoba
Auditor, of Disbursements.....	R. S. Gosset.....	Toronto, Ontario
General Manager.....	M. H. MacLeod.....	Winnipeg, Manitoba
Assistant General Manager.....	J. R. Cameron.....	Winnipeg, Manitoba
Chief Engineer.....	M. H. MacLeod.....	Winnipeg, Manitoba
General Superintendent.....	W. A. Brown.....	Winnipeg, Manitoba
Traffic Manager, General.....	Geo. H. Shaw.....	Toronto, Ontario.
General Freight Agent.....	Geo. Stephen.....	Winnipeg, Manitoba
General Passenger Agent.....	R. Creelman.....	Winnipeg, Manitoba
Land and Industrial Departments:		
General Agent.....	A. D. Davidson.....	Toronto, Ontario
General Agent.....	A. R. Davidson.....	Winnipeg, Manitoba
General Agent.....	A. D. McRae.....	Vancouver

Officer to whom correspondence concerning this report should be addressed. Name, J. D. Morton; title, Asst. Comptroller; address, Toronto, Ontario.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. December 17, 1912.
3. Total number of stockholders of record at the date required in answer to Question 2. 7.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other than Switching and Terminal) Making Operating Reports)  
Name of Every Railway Company the Operations of which are Included in this Report

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spur
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Class of Roads Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Canadian Northern Ry. Co.				
A. Main Line.....	Port Arthur.....	Rainy River.....	284.80	
	Int. Boundary (Manitoba).....	Paddington.....	106.60	
	Beaver.....	Edmonton.....	749.10	
B. Branches Lines and Spurs.....				1,140.50
	Twin City Jct.....	North Lake.....	56.40	
	Emerson Jct.....	South Jct.....	72.70	
	Carman Jct.....	Somerset.....	78.90	
	Carmen.....	Notre Dame de Lourdes.....	2.63	
	Hartney.....	Virden.....	37.00	
	Neepawa Jct.....	McCreary Jct.....	70.40	
	North Jct.....	Prince Albert.....	360.50	
	Lipton Jct.....	Winnipegosis.....	20.70	
	Rosburn Jct.....	Ross Jct.....	190.60	
	Arizona Jct.....	C. N. Junction.....	298.80	
	Brandon Jct.....	Carberry Jct.....	22.90	
	Hudson Bay Jct.....	La Pas.....	87.50	
	St. James.....	Gypsumville.....	156.70	
	Paddington.....	Birdsall.....	8.70	
	Oakland.....	End of Steel.....	34.50	
	Thunderhill Jct.....	Preecerville.....	72.10	
	Dalmeny.....	Laird.....	27.80	
	Saskatoon.....	Alaska.....	169.80	
	Battleford.....	Battleford Jct.....	8.00	
	Edmonton Jct.....	Morinville.....	21.50	
	Edmonton.....	Stony Plains.....	21.00	
	Worthingville.....	Athabasca.....	72.33	
	Ochre River.....	End of Track.....	15.00	
	Hallboro.....	Beulah.....	75.00	
	Luxton.....	Bienfait.....	16.30	
	Maryfield.....	Radville.....	139.80	
	Radville.....	Bengough.....	44.50	

# CANADIAN NORTHERN RAILWAY CO.

2. Minnesota & Manitoba Railroad: A. Main line.....	Rodville.....	Moose Jaw.....	83.84
B. Branch and Spurs.....	Grosse Isle.....	Inwood.....	31.00
3. The Northern Pacific & Manitoba Railway: A. Main line.....	Vergreville.....	Drumeller.....	173.40
B. Branches and Spurs.....	North Battleford.....	Edam.....	38.30
	Delisle.....	McRorie.....	45.80
	Prince Albert.....	Blaine Lake.....	64.00
	Shellbrook.....	Big River.....	56.50
	Greenway.....	Adelphi.....	51.80
	Strathcona.....	Edmonton.....	7.22
	Winnipeg Terminal and Transfer Tracks.....		15.20
	Various Spurs.....		122.78
			2,871.99
	Int'l Boundary Ontario.....	Int'l Boundary Manitoba.....	43.70
	Various Spurs.....		4.38
	Winnipeg.....	Beaver.....	75.64
	Portage Jct.....	International Boundary, Man.....	62.80
	Morris.....	Brandon.....	145.30
	Hartney Jct.....	Hartney.....	50.90
	Delta Jct.....	Delta.....	14.80
	Winnipeg.....	Transfer Tracks.....	1.24
	Various Spurs.....		5.00
			280.04
4. Qu'Appelle, Long Lake & Saskatchewan Railway and Steamboat Company: A. Main line.....	Regina.....	Prince Albert.....	250.02
	Craven Jct.....	Craven.....	4.38
			254.40
Total mileage operated.....			4,670.65

(Page 15A.)

## ROAD OPERATED—STATE OF MINNESOTA (For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Class of Road Named	Miles of Line for Each Class of Road Named
	From	To		

(Page 19.)

## ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT

NAME OF OWNING COMPANY	MILES OF LINE	LEASE OR AGREEMENT		
		Date	Term	Concise Summary of Provisions
The Northern Pacific & Manitoba Railway Company..	355.66	Jan. 15, 1901	999 years	Lease. Present annual rental \$225,000.00
The Minnesota & Manitoba Railroad Company.....	48.08	Oct. 1, 1901	99 years	Lease. Present annual rental \$26,460
The Qu'Appelle, Long Lake & Saskatchewan Railway and Steamboat Company.....	254.40	Dec. 16, 1906		Agreement by which The Canadian Northern Railway guarantees principal and interest of Qu'Appelle, Long Lake & Saskatchewan Railway and Steamboat Company's First Mortgage Bonds. All revenues from operation of line accrue to The Canadian Northern Railway.

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the Book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

6. Capital stock, \$7,000,000	\$5,999,999.20	4 <sup>00</sup> / <sub>100</sub> %
7. Perpetual Consolidated Debenture Stock, year 1912, amount authorized	10,000,000.00	5 %
Income Charge Convertible Debenture Stock, amount authorized		



## CHICAGO, BURLINGTON &amp; QUINCY RAILROAD COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Chicago, Burlington & Quincy Railroad Company.

2. Date of organization. Charter act passed February 14, 1855.

3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Illinois.

4 and 5. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Aurora Branch R. R. Co., charter February 12, 1849, amended June 22, 1852 (name changed to Chicago & Aurora R. R. Co.), amended February 14, 1855, changing name to Chicago, Burlington & Quincy R. R. Co.

Central Military Tract R. R., charter February 15, 1851, amended June 19, 1852 and February 11, 1853. Consolidated with C. B. & Q. R. R. Co. July 9, 1856.

Peoria & Oquawka R. R. Co., charter February 12, 1849, amended February 10, 1851 and June 22, 1852, February 8, 1853, February 21, 1861 (changing name to Logansport, Peoria & Burlington R. R. Co.) Masters' sale October 29, 1862. March 8, 1864, name changed to Peoria & Burlington R. R. Company. Consolidated with C. B. & Q. R. R. Co. June 24, 1864.

Northern Cross R. R., charter April 13, 1849; amended February 1, 1851, June 11, 1852, June 21, 1852, February 10, 1853, February 10, 1857; name changed to Quincy & Chicago R. R. Co.; masters' sale April 28, 1864 and conveyed to C. B. & Q. R. R. Co. July 30, 1865.

Burlington & Missouri River R. R., incorporated January 15, 1850; the Burlington & Missouri River R. R. in Nebraska, incorporated May 12, 1869; consolidated with the C. B. & Q. R. R. Co. January 1, 1880.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
George F. Baker.....	New York, N. Y.....	November 5, 1913
George C. Clark.....	New York, N. Y.....	November 5, 1913
Wm. P. Clough.....	New York, N. Y.....	November 5, 1913
Howard Elliott.....	St. Paul, Minn.....	November 5, 1913
Geo. B. Harris.....	Chicago, Ill.....	November 5, 1913
James J. Hill.....	St. Paul, Minn.....	November 5, 1913
James N. Hill.....	New York, N. Y.....	November 5, 1913
Darius Miller.....	Chicago, Ill.....	November 5, 1913
Edward T. Nichols.....	New York, N. Y.....	November 5, 1913
Hale Holden.....	Chicago, Ill.....	November 5, 1913
Samuel Thorne.....	New York, N. Y.....	November 5, 1913

## PRINCIPAL OFFICERS

Title	Name	Official Address
Chairman of the Board.....	Geo. B. Harris.....	Chicago, Ill.
President.....	D. Miller.....	Chicago, Ill.
Vice President.....	H. Holden.....	Chicago, Ill.
Vice President.....	C. G. Burnham.....	Chicago, Ill.
Vice President.....	H. E. Byram.....	Chicago, Ill.
Vice President.....	T. S. Howland.....	Chicago, Ill.
Vice President.....	W. W. Baldwin.....	Burlington, Ia.
Secretary.....	T. S. Howland.....	Chicago, Ill.
Treasurer.....	T. S. Howland.....	Chicago, Ill.
General Counsel.....	C. M. Dawes.....	Chicago, Ill.
General Solicitor.....	O. M. Spencer.....	St. Joseph, Mo.
Solicitor.....	Byron Clark.....	Omaha, Neb.
General Auditor.....	C. I. Sturgis.....	Chicago, Ill.
Assistant General Auditor.....	H. D. Foster.....	Chicago, Ill.
Auditor.....	W. P. Durkee.....	Omaha, Neb.
General Manager.....	E. P. Fracken.....	Chicago, Ill.
General Manager.....	G. W. Holdrege.....	Omaha, Neb.
Assistant General Manager.....	E. S. Keller.....	Chicago, Ill.
Chief Engineer.....	T. E. Calvert.....	Chicago, Ill.
General Superintendent.....	F. L. Johnson.....	Galesburg, Ill.
General Superintendent.....	Robt. Rice.....	Burlington, Ia.
General Superintendent.....	F. H. Ustick.....	St. Louis, Mo.
General Superintendent.....	L. B. Allen.....	Lincoln, Neb.
General Superintendent.....	E. E. Young.....	Alliance, Neb.
Freight Traffic Manager.....	G. H. Crosby.....	Chicago, Ill.
Assistant Freight Traffic Manager.....	C. E. Spens.....	Chicago, Ill.
General Freight Agent.....	E. R. Puffer.....	Chicago, Ill.
General Freight Agent.....	W. Gray.....	St. Louis, Mo.
General Freight Agent.....	H. H. Holcomb.....	Omaha, Neb.
Passenger Traffic Manager.....	P. S. Eustis.....	Chicago, Ill.
General Passenger Agent.....	John Francis.....	Chicago, Ill.
General Passenger Agent.....	L. W. Wakeley.....	Omaha, Neb.
General Passenger Agent.....	W. A. Lalor.....	St. Louis, Mo.

Officer to whom correspondence concerning this report should be addressed. Name, C. I. Sturgis; title, general auditor; address, Chicago, Ill.

(Page 7.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME Active Corporation	Control			If Indirect, Name of Intermediary Through which Con- trol is Established	Other Parties to Agreement for Joint Control
	Sole or Joint	How Established	Extent	Direct or Indirect	
Davenport, Rock Island & North-Western Ry. Co.	Joint	A	50%	Direct	C. M. & St. P. Ry. Co.
Quincy, Omaha & Kansas City Railway Co.	Sole	"	100%	"	Pennsylvania Co.
Toledo, Peoria & Western Railway Company	Joint	"	49.3%	"	J. Ogen Armour.
Kansas City Ferry Company	"	"	33%	"	G. F. Swift Estate
Winona Bridge Railway Company	"	"	66.7%	"	Green Bay & Western Railway Company
Iowa Transfer Railway Company	"	"	20%	"	C. R. & P. Ry. Co. C. G. W. Ry. Co. Des. Moines Union Ry. Co. Des Moines Western Railway Company
Minnesota Transfer Railway Company	"	"	10%	"	C. G. W. Ry. Co. C. M. & St. P. Ry. Co. C. R. I. & P. Ry. Co. C. St. P. M. & O. Ry. Co., Great N. R. Ry. Co., M. & St. P. R. R. Co., M. St. P. & Ste. Ry. M. Ry. Co. N. & Pac. Ry. Co., Wis. Central Ry. Co.
Colorado & Southern Railway Company	Sole	"	64.3%	"	M. K. & T. Ry. Co.
Hannibal Union Depot Company	Joint	"	58.5%	"	Wabash R. R. Co.
Atchison Union Depot Company	"	"	37.5%	"	A. T. & S. F. Ry. Co. C. R. I. & P. Ry. Co. Mo. Pac. Ry. Co.
Kootuk Union Depot Co.	"	"	40%	"	C. R. I. & P. Ry. Co. T. P. & W. Ry. Co. Wabash R. R. Co.
St. Joseph Union Depot Company	"	"	40%	"	A. T. & S. F. Ry. Co. C. G. W. R. R. Co. C. R. I. & P. Ry. Co.
St. Paul Union Depot Company	"	"	11.1-0%	"	Mo. Pac. Ry. Co. St. J. & G. I. Ry. Co. C. R. I. & P. Ry. Co. C. G. W. R. R. Co. C. M. & St. P. Ry. Co. C. St. P. M. & O. Ry. Co., N. R. Ry. Co., M. St. P. & Ste. Ry. Co. St. P. & N. Ry. Co.

## (Page 7—Cont.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT

NAME Active Corporation	Control				If Indirect, Name of Intermediary Through which Con- trol is Established	Other Parties to Agreement for Joint Control
	Sole or Joint	How Established	Extent	Direct or Indirect		
Kansas City Terminal Railway Company.....	Joint	A	8½%	Direct	.....	Wabash R. R. K. C. S. Ry. Co. C. G. W. Ry. Co. A. T. & S. F. Ry. Co., C. & A. R. Ry. Co., C. R. I. & P. Ry. Co., C. M. & St. P. Ry. Co., Mo. Pac. Ry. Co., M. K. & T. Ry. Co., St. L. & S. F. Ry. Co., Union Pac. Ry. Co., M. K. & T. Ry. Co., St. L. & S. W. Ry. Co., B. & O. S. W. Ry. Co., Missouri Pacific Ry., St. L. & S. F. R. R., L. & N. Ry. Co., St. L. I. N. & S. Ry. Co., Wabash R. R. Co., Vandalia R. R. Co., Southern Ry. Co., C. & A. R. R., Illinois Central R. R. Co., C. R. I. & P. Ry., C. C. C. & St. L. A. T. & S. F. Ry. Co., I. C. R. R. Co., C. R. I. & P. Ry., Penn. Co., M. St. P. & S. S. M. Ry., C. & O. Ry., C. & E. I. R. R., C. I. & L. Ry., C. & E. R. R., G. T. W. Ry., Wab. R. R.
Terminal Railroad Association of St. Louis.....	"	"	6½%	"	.....	
Belt Ry. of Chicago.....	"	"	8½%	"	.....	

## (Page 9.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT—Concluded

NAME Inactive Corporations	Control					
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect, Name of Intermediary Con- trol is Established	Other Parties to Agreement for Joint Control
Black Hills & Ft. Pierre R. R. Co.....	Sole	A	100 %	Direct	.....	.....
Deadwood Center R. R. Co.....					.....	.....

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. November 6, 1912.
2. Date of last closing of stock books before end of year for which this report is made. June 20, 1913.
3. Total number of stockholders of record at the date required in answer to Question 2. 373.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No control shown by our records.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No control shown by our records.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports)  
Name of Every Railway Company the Operations of Which are Included in this Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main Line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
1. A. Chicago, Burlington & Quincy Railroad	Various.....	Various.....	822.41
2. B. Chicago, Burlington & Quincy Railroad	Various.....	Various.....	7,914.43
3. Black Hills & Fort Pierre R. R.	Various.....	Various.....	53.56
4. Deadwood Central R. R.	Various.....	Various.....	17.89
5. Penna. R. R.	Chicago.....	Various.....	12.41
Ill. Cent. R. R.	Chicago.....	Various.....	1.32
Dun. & Dub. Bridge Co.	Portage Curve.....	E. Dubuque, Ill.	46
C. & N. W. Ry.	I. C. and Trk.....	E. end of D. & D. Bridge.....	46
C. C. & St. L. Ry.	Dubuque, Ill.....	Dubuque, Ia.	98
D. R. I. & N. W. Ry.	E. Alton, Ill.....	E. St. Louis, Ill.	19.05
Wabash R. R.	Alton, Ill.....	E. Alton, Ill.	3.58
Union Pacific Ry.	Rock Island, Ill.....	Canton, Ia.	37.94
Great Northern Ry.	Bloomfield, Ia.	Moulton, Ia.	14.11
St. Paul Union Depot Co.	U. P. Transfer, Iowa.....	So. Omaha, Neb.	4.54
Minneapolis Union Ry. Co.	Gilmore, Neb.....	Union Colo.	23.87
Winona Bridge Ry.	Stirling, Colo.....	Minneapolis, Minn.	11.53
St. Louis Terminal R. R. Association	At St. Paul, Minn.	Winona, Minn.	2.21
Chicago & Alton Ry.	At Minneapolis	Ill.	7.03
Kankakee & Hamilton Bridge Co.	E. Winona, Wis.	Ill.	34
Kansas City U. D. Co.	At Keokuk, Ia.	State Line	20
Atch. & East. Bdg. Co.	At Kansas City, Mo.	State Line	39
Atch. U. D. & R. Co.	At Winthrop, Mo.	State Line	10
So. Omaha S. Y. Co.	At Atchison, Kans.	State Line	41
Leavenworth B. & T. Co.	At So. Omaha, Neb.	Leavenworth, Kans.	1.73
	Stallings, Mo.		

## ROAD OPERATED—ENTIRE LINE—Continued

NAME	TERMINI		Miles of Line for Each Class of Road Named
	From	To	
C. & E. I. R. R.	Hudgens	West Vienna, Ill.	15.79
Colorado & Southern Ry. Co.	Utah Jct., Colo.	Burns Jct., Colo.	11.30
Northern Pacific Ry.	Hundley, Mont.	Billings, Mont.	12.19
C. R. I. & P. Ry.	At Carson, Ia.		.23
Chicago & Alton Ry.	E. Louisiana, Ill.	Louisiana, Mo.	2.07
C. R. I. & P. Ry.	Burlington, Ia.	Mediapolis, Ia.	13.77
Union Pacific Ry.	At Stromsburg, Neb.		.22
St. J. & G. I. R. R.	K. C. & O. Jct., Neb.	Endicott, Neb.	12.00
Des Moines U. R. R. Co.	At Fairfield, Neb.		2.65
Quincy, Omaha & Kansas City Ry.	At Des Moines		2.89
Chicago & Alton Ry.	At Milan, Mo.		.52
C. P. & St. L. Ry.	At Francis, Mo.		.02
M. & I. B. & B. R. R.	At Jacksonville, Ill.		.48
Great Northern Ry.	West Alton, Mo.	Wann, Ill.	2.73
Northern Pacific Ry.	At Sioux City, Ia.		.86
C. St. P. M. & O. R. R.	Billings, Mont.	Fromberg Jct., Mont.	37.26
B. & O. S. W. R. R.	Ferry, Neb.	Sioux City, Ia.	3.73
	Shattuc, Ill.	E. St. Louis, Ill.	54.50
Total mileage operated.			320.22
			9,128.51
ROAD OPERATED—STATE OF MINNESOTA (For Companies (Other Than Switching and Terminal) Making Operating Reports)			
B. Chicago Burlington & Quincy Railroad	Various	Various	23.61
Winona Bridge Railway	East Winona, Wisconsin	Winona, Minnesota	.45
St. Paul Union Depot Co.	St. Paul, Minnesota		.83
Great Northern Railway	St. Paul, Minnesota	Minneapolis	11.66
Minneapolis Union Railway	Minneapolis		2.21
Total			14.84
			38.45

(Page 15A.)

# CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

## (Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY A. Auxiliary (or Outside) Operations

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Dining car service.....	Operating dining cars.....	Owned.....	Whole road
Lincoln Eating House.....	Restaurant and lunch room.....	Owned.....	Nebraska
Burnham Stock Yards.....	Feeding and caring for stock.....	Owned.....	Nebraska
Marguery Stock Yards.....	Feeding and caring for stock.....	Owned.....	Illinois
Gillette Eating House.....	Restaurant and lunch room.....	Owned.....	Illinois
Edgemont Eating House.....	Restaurant and lunch room.....	Owned.....	Wyoming
			South Dakota

## B. Miscellaneous Investments—Physical Property

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	NET INVESTMENT
Burl. Elevator.....	Investment.....	Iowa.....	\$60,000.00
Burlington Park.....	Investment.....	Illinois.....	22,922.17
Coal Lands, Girard, Ill.....	Investment.....	Illinois.....	342,545.72
Coal Lands, Franklin and Williamson counties.....	Investment.....	Illinois.....	542,919.28
Terminals, Minneapolis.....	Investment.....	Minnesota.....	240,977.70
Chicago Elevator.....	Investment.....	Illinois.....	220,091.54
Total.....			\$1,430,056.41

## (Page 19.) ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT

NAME OF OPERATING COMPANY	MILES OF LINE	LEASE OR AGREEMENT			
		Date	Term		Concise Summary of Provisions
			From	To	
Peoria & Pekin Union Ry..... (Sidetrack at Peoria, Ill.)	.22	Jan. 1, 1899	Jan. 1, 1899	Jan. 1, 1924	P. & P. U. to maintain track. Contract may be terminated by C. B. & Q. at end of any year on 90 days notice.
Illinois Northern R. R..... (Use of track at Chicago.)	.36	Aug. 1, 1908	Terminable	on 60 days notice.	Ill. Nor. pays interest rental also maintains track; failure to do so cause for cancellation of lease.
Missouri, Kansas & Texas Ry..... (Use of track at Kansas City.)	.22	July 15, 1908	Terminable	on 30 days notice.	M. K. & T. pays interest rental, also cost of maintenance.



## CHICAGO GREAT WESTERN RAILROAD COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Chicago Great Western Railroad Company.
2. Date of organization. August 11, 1909.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Under a general act of the legislature of the State of Illinois passed and in force July 1, 1891, and amendments thereto.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
James S. Bell	Minneapolis, Minn.	October, 1916
Milton Tootle, Jr.	St. Joseph, Mo.	October, 1916
John A. Spoor	Chicago, Ill.	October, 1916
E. N. Hurley	Chicago, Ill.	October, 1913
E. T. Swinney	Kansas City, Mo.	October, 1913
F. Weyerhaeuser	St. Paul, Minn.	October, 1913
S. M. Felton	Chicago, Ill.	October, 1914
J. R. Morrow	Chicago, Ill.	October, 1914
Chas. Steele	New York, N. Y.	October, 1914
Clyde M. Carr	Chicago, Ill.	October, 1915
C. H. Conover	Chicago, Ill.	October, 1915
A. A. Sprague, 2nd	Chicago, Ill.	October, 1915
E. C. Finkbine	Des Moines, Ia.	October, 1915

## PRINCIPAL OFFICERS

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Vice President	F. L. Purdy	New York, N. Y.
Vice President	W. A. Garrett	Chicago, Ill.
Assistant Secretaries	A. H. Gillard; M. P. Nugent	New York, N. Y.
Secretary	J. F. Coykendall	Chicago, Ill.
Treasurer	J. F. Coykendall	Chicago, Ill.
General Counsel	John Barton Payne	Chicago, Ill.
Auditor	Con. F. Krebs	Chicago, Ill.
Chief Engineer	L. C. Fritch	Chicago, Ill.
General Freight Agent	O. Townsend	Chicago, Ill.
General Passenger Agent	A. L. Craig	Chicago, Ill.

Officer to whom correspondence concerning this report should be addressed. Name, Con. F. Krebs; title, auditor; address, Chicago, Ill.

## (Page 7.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME Active Corporations	Control				Other Parties to Agreement for Joint Control
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect—Name of Intermediary Through which Con- trol is Established
Mason City & Ft. Dodge Railroad Company.....	Sole	Stock Ownership	100%	Direct	.....
Wisconsin, Minnesota & Pacific Railroad Company..	"	"	"	"	.....
Leavenworth Terminal Railway & Bridge Company	"	"	"	"	.....
Minnesota Transfer Ry. Co. ....	Joint	"	10%	Indirect	.....
St. Paul Union Depot Co. ....	"	"	11%	"	.....
St. Joseph Union Depot Co. ....	"	"	10%	"	.....
Iowa Transfer Ry. Co. ....	"	"	20%	"	.....
Kansas City Terminal Ry. Co. ....	"	"	*8%	"	.....

\* Approximately.

A: C. B. &amp; Q.; C. M. &amp; St. P.; C. St. P. M. &amp; O.; C. R. I. &amp; P.; G. N.; M. St. P. &amp; S. S. M.; M. &amp; St. L.; N. P.

B: A. T. &amp; S. F.; C. B. &amp; Q.; C. R. I. &amp; P.; Mo. Pac.; St. J. &amp; G. I.

C: C. B. &amp; Q.; C. R. I. &amp; P.; D. M. U. D.; M. W.

D: A. T. &amp; S. F.; C. B. &amp; Q.; C. M. &amp; St. P.; M. K. &amp; T.; Mo. Pac.; St. L. &amp; S. F.; C. R. I. &amp; P.; U. P.; C. &amp; A.; Wabash; K. C. Sou.

(Page 10.)

## EXPLANATORY REMARKS

All the stock of this company is vested in a voting trust composed of J. P. Morgan, G. F. Baker and Robert Fleming, with the exception of thirteen shares held by directors mentioned on page 5.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 8, 1912.
2. Date of last closing of stock books before end of year for which this report is made. See page ten.
3. Total number of stockholders of record at the date required in answer to question 2. See page ten.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? Yes.

If control was so held, state:

(a) The name of the trustees: J. P. Morgan, G. F. Baker and Robert Fleming.

(b) The name of the beneficiary or beneficiaries for whom the trust was maintained. Stockholders.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name of Every Railway Company, the Operations of which are Included in this Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:

A. Main line.

B. Branches and spurs.

2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.

3. Line operated under lease for specified sum.

4. Line operated under trackage agreement, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

## ROAD OPERATED—ENTIRE LINE—Continued

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Chicago Great Western Railroad Company:				
A. Main line.....	Forest Park, Ill. Dubuque, Ia. Oelwein, Ia. Passenger line through Des Moines, Ia. Freight line through Des Moines, Ia. So. Des Moines, Ia. Bee Creek, Mo. In Leavenworth. In Kansas City. In Kansas City.	Galena Jet., Ill. St. Paul, Minn. Des Moines, Ia. Ia. St. Joseph, Mo. Beverly, Mo. Kansas. Kansas. Missouri.	147.24 252.90 130.51 2.48 .33 156.42 22.85 .10 .47 .53	713.83
B. Branches and spurs.....	Eden, Minn. Sumner, Ia. Cedar Falls Jct., Ia. Sycamore, Ill.	Mantorville, Minn. Waverly, Ia. Cedar Falls, Ia. De Kalb, Ill.	6.95 21.94 7.48 5.81	42.18
Mason City and Fort Dodge Railroad.....	Hayfield, Minn. Clarion, Ia. Ft. Dodge, Ia. Spur to Ft. Dodge, Ia., Depot. Ft. Dodge, Ia. Gypsum, Ia. Oelwein, Ia.	Clarion, Ia. Ft. Dodge, Ia. Council Bluffs, Ia. Lehigh, Ia. Coalville, Ia. Clarion, Ia.	99.71 28.05 132.90 .79 15.69 2.90 98.09	378.13
4. Wisconsin, Minnesota & Pacific Railroad.....	Mankato, Minn. Red Wing, Minn. Simpson, Minn. Claybank Jct., Minn. Red Wing, Minn. Bellechester Jct., Minn.	Red Wing, Minn. Osage, Ia. Winona, Minn. Claypits, Minn. Sewer Pipe Works. Bellechester, Minn.	95.70 118.20 54.20 2.00 .90 6.43	277.43
5. B. & O. Chicago Terminal R. R. C. B. & Q. R. R. Ill. Cent. R. R. Dunleith & Dubuque Bridge Co. St. Paul Union Depot Co. Great Northern Ry. Des Moines Union Ry. C. B. & Q. R. R.	Chicago, Ill. Galena Jct., Ill. Portage Curve, Ill. E. Dubuque, Ill. In St. Paul, Minn. St. Paul, Minn. In Des Moines, Ia. In Des Moines, Ia.	Forest Park, Ill. Portage Curve, Ill. E. Dubuque, Ia. Dubuque, Ia. Minneapolis, Minn.	10.33 .88 12.85 .59 .69 9.92 2.23 .52	

## ROAD OPERATED—ENTIRE LINE—Continued

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
C. B. & Q. R. R.	In St. Joseph, Missouri.		.81
St. Joseph Terminal Ry.	In St. Joseph, Missouri.		.40
A. T. & S. F. Ry.	St. Joseph, Mo.	Bee Creek, Mo.	7.66
C. R. I. & P. Ry.	Beverly, Mo.	Stillings, Mo.	3.73
Leavenworth Terminal Ry. & Bridge Co.	Stillings, Mo.	Leavenworth, Kan.	1.00
Leavenworth Depot & Railroad Co.	In Leavenworth, Kansas.		.20
Union Pacific R. R.	At Leavenworth, Kansas.		.39
Mo. Pac. Ry.	Leavenworth, Kan.		23.08
Kansas City Southern Ry.	In Leavenworth, Kan.	Kansas City, Kan.	1.25
Union Pac. R. R.	In Kansas City, Missouri.		3.11
Union Pacific R. R.	Council Bluffs, Ia.	Omaha, Neb.	5.01
Omaha, Neb.		So. Omaha, Neb.	
Total mileage operated.			84.65
			1,496.22

(Page 15A.)

ROAD OPERATED—STATE OF MINNESOTA  
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
1. Chicago Great Western Railroad Company	A. Iowa State Line.	St. Paul, Minn.	110.34
	B. Eden, Minn.	Manorville, Minn.	6.95
4. Mason City & Fort Dodge Railway Company	Hayfield, Minn.	State line Iowa.	27.33
5. Wisconsin, Minnesota & Pacific Railway Co.	Manitowish, Minn., to State Line, Ia.	and Simpson, Minn., to Winona, Minn.	254.93
5. St. Paul Union Depot Co.	In St. Paul		.69
Great Northern Railway Co.	St. Paul, Minn.	Minneapolis, Minn.	9.92
Total mileage operated.			410.16

(Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY  
A. Auxiliary (or Outside) Operations

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Dining and special car service.....	Dining car service.....	Ownership.....	Whole line
Grain elevators.....	Elevation and storage of grain.....	Ownership.....	Kansas City, Mo.
Hotels and restaurants.....	Restaurant.....	Ownership.....	Oelwein, Ia.

B. Miscellaneous Investments—Physical Property

DESIGNATION	State or Territory	Investment	Net Investment
St. Charles Industrial Lands.....	Illinois.....	\$7,658.37	\$7,658.37
Real estate at Chicago and near Elmhurst.....	Illinois.....	58,050.61	58,050.61
Total.....		\$65,708.98	\$65,708.98

(Page 19.)

## ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT

NAME OF OWNING COMPANY	MILES OF LINE	LEASE OR AGREEMENT		
		Date	Term	Concise Summary of Provisions
Wisconsin, Minnesota & Pacific Railroad Co..... Mason City & Fort Dodge Railroad Co.....	277.43 378.13	April 30, 1901 April 30, 1901	99 years 99 years	The respondent company not only owns all of the capital stock of these companies but also operates them, receiving all income and paying all expenses and charges. Interest on funded debt is paid by lessee to the extent of income received from operation of lessor properties as determined under leases.

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

1. 2. 3. None.
4. None of any consequence.
5. None.
6. None.
7. None.
8. Chicago Union Transfer Ry., stock sold. Bonds of Minnesota Transfer Ry. Co. acquired, par and book value, \$4,000.

(Page 89.)

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

- 1, 2, 3, and 4. None.
5. Interurban Construction Company, construction of interchange track at Inver Grove, Minnesota. Respondent company pays a proportion of cost.
- 6 and 7. None.
8. Standard form of detour contract with the following railroad company: Minneapolis, St. Paul and Sault Ste. Marie Railway.
9. Contracts with the following companies, who are paid fixed sums for the use of telephones: Tri-State Telephone & Telegraph Company, Minnesota; Northwestern Telephone Exchange Company, Minnesota; Rochester Telephone Company, Minnesota.

Contracts with the following companies who are given free transportation for men and material as part compensation for work done: H. J. Yeldham Company, Illinois, Iowa, Minnesota; Kinnebar Manufacturing Company, Illinois, Iowa, Minnesota; J. A. McNulty, Illinois, Minnesota; John Jacobson, Iowa, Kansas, Nebraska, Minnesota; T. W. Snow Construction Company, Illinois, Iowa, Minnesota; American Bridge Company, Illinois, Iowa, Minnesota; R. H. Hedderman & Company, Minnesota; Widell Company, Minnesota; George W. Oakes Company, Minnesota.

Contracts with the following physicians who are given free transportation as part compensation for professional services: E. E. Wuttke, D. C. Balfour, W. J. Mayo, Charles Mayo, Cremer Claydon & Company, N. R. Baker, J. E. Campbell, A. E. Booth, J. A. Gates, C. O. Larson, I. F. Seeley, T. S. Walker, F. R. Huxley, George S. Tweedy, E. N. Harrison, F. L. Anderson, W. L. Whitley, F. C. Bolder, C. F. Lewis and E. C. Rebman.

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Chicago, Milwaukee & St. Paul Railway Company.
2. Date of organization. May 5, 1863.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Revised statutes of Wisconsin of 1858, chapter 79, section 33.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Formed on the foreclosure of a portion of the La Crosse and Milwaukee Railroad, which was organized under special act of the legislature of the State of Wisconsin in 1852.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
J. Ogden Armour.....	Chicago.....	September, 1913
Stanley Field.....	Chicago.....	September, 1913
L. J. Petit.....	Milwaukee.....	September, 1913
P. A. Rockefeller.....	New York.....	September, 1913
Walter P. Bliss.....	New York.....	September, 1914
A. J. Earling.....	Chicago.....	September, 1914
Chas. W. Harkness.....	New York.....	September, 1914
Samuel McRoberts.....	New York.....	September, 1914
John D. Ryan.....	New York.....	September, 1914
Donald G. Geddes.....	New York.....	September, 1915
Wm. Rockefeller.....	New York.....	September, 1915
John A. Stewart.....	New York.....	September, 1915
H. R. Williams.....	New York.....	September, 1915

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	A. J. Earling.....	Chicago
Vice President.....	H. R. Williams.....	New York
Vice President.....	E. W. McKenna.....	Chicago
Vice President.....	J. H. Hiland.....	Chicago
Vice President.....	E. S. Keeley.....	Chicago
Vice President.....	E. D. Sewall.....	Chicago
Vice President.....	D. L. Rush.....	Chicago
Vice President.....	H. B. Earling.....	Seattle
Assistant to the President.....	C. A. Goodnow.....	Chicago
Assistant to the President.....	J. W. Taylor.....	Chicago
Secretary.....	E. W. Adams.....	Milwaukee.
Treasurer.....	F. G. Ranney.....	Chicago
General Solicitor.....	H. H. Field.....	Chicago
General Counsel.....	Burton Hanson.....	Chicago
General Auditor.....	B. A. Dousman.....	Chicago
Assistant General Auditor.....	G. J. Bunting.....	Chicago
Assistant General Auditor.....	J. Welch.....	Chicago
General Manager.....	P. C. Hart.....	Chicago
Assistant to General Manager.....	J. T. Gillick.....	Chicago
Chief Engineer.....	C. F. Loweth.....	Chicago
Freight Traffic Manager.....	H. E. Pierpont.....	Chicago
Passenger Traffic Manager.....	F. A. Miller.....	Chicago

Officer to whom correspondence concerning this report should be addressed: Name, B. A. Dousman; title, General Auditor; address, Chicago, Ill.



(Page 6.)

Company	Number of Shares Com- mon	Pre- ferred	Total	Percentage
<b>Kansas City Terminal Railway—</b>				
Atchison, Topeka & Santa Fe Ry. Co.; Chicago & Alton R. R. Co.; Chicago, Burlington & Quincy R. R. Co.; Chicago Great Western R. R. Co.; Chicago, Milwaukee & St. Paul Ry. Co.; Chicago, Rock Island & Pacific Ry. Co.; Kansas City Southern Ry. Co.; Missouri, Kansas & Texas Ry. Co.; Missouri Pacific Ry. Co.; Union Pacific R. R. Co.; Wabash R. R. Co.	1,000 shares	500 shares	1,500 shares	30%
<b>Kansas City Union Depot Company—</b>				
Atchison, Topeka & Santa Fe Ry. Co.; Chicago & Alton R. R. Co.; Chicago, Burlington & Quincy R. R. Co.; Chicago, Milwaukee & St. Paul Ry. Co.; Chicago, Rock Island & Pacific Ry. Co.; Missouri, Kansas & Texas Ry. Co.; Missouri Pacific Ry. Co.; Union Pacific R. R. Co.; Wabash R. R. Co.	1,000 shares	500 shares	1,500 shares	30%
<b>Minnesota Transfer Railway Company—</b>				
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.; Chicago, Burlington & Quincy R. R. Co.; Chicago Great Western R. R. Co.; Chicago, Milwaukee & St. Paul Ry. Co.; Chicago, Rock Island & Pacific Ry. Co.; Great Northern Ry. Co.; Minneapolis & St. Louis R. R. Co.; St. Louis & San Francisco R. R. Co.; Union Pacific R. R. Co.; Wabash R. R. Co.	1,000 shares	500 shares	1,500 shares	30%
<b>St. Paul Union Depot Company—</b>				
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.; Chicago, Burlington & Quincy R. R. Co.; Chicago Great Western R. R. Co.; Chicago, Milwaukee & St. Paul Ry. Co.; Chicago, Rock Island & Pacific Ry. Co.; Great Northern Ry. Co.; Minneapolis & St. Louis R. R. Co.; St. Louis & San Francisco R. R. Co.; Union Pacific R. R. Co.; Wabash R. R. Co.	1,000 shares	500 shares	1,500 shares	30%
<b>Des Moines Eastern Railway Company—</b>				
Chicago, Milwaukee & St. Paul Ry. Co.; Chicago, Burlington & Quincy R. R. Co.; Chicago Great Western R. R. Co.; Chicago, Milwaukee & St. Paul Ry. Co.; Chicago, Rock Island & Pacific Ry. Co.; Great Northern Ry. Co.; Minneapolis & St. Louis R. R. Co.; St. Louis & San Francisco R. R. Co.; Union Pacific R. R. Co.; Wabash R. R. Co.	1,000 shares	500 shares	1,500 shares	30%
<b>Chicago Union Transfer Railway Company—</b>				
Chicago, Milwaukee & St. Paul Ry. Co.; Chicago, Burlington & Quincy R. R. Co.; Chicago Great Western R. R. Co.; Chicago, Milwaukee & St. Paul Ry. Co.; Chicago, Rock Island & Pacific Ry. Co.; Great Northern Ry. Co.; Minneapolis & St. Louis R. R. Co.; St. Louis & San Francisco R. R. Co.; Union Pacific R. R. Co.; Wabash R. R. Co.	1,000 shares	500 shares	1,500 shares	30%
<b>Indiana Harbor Belt Railroad Company—</b>				
Chicago & North Western Ry. Co.; Chicago & Lake Shore & Michigan Southern Ry. Co.	10,000	10,000	20,000	30%

(Page 7.)

## TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT

NAME Active Corporations	CONTROL					
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect Name of Intermediary through which Con- trol is Established	Other Parties to Agreement for Joint Control
Davenport, Rock Island & North Western Ry. Co.	Joint	A	50%	Direct	Direct	C. B. & Q. R. R. Co.
Kansas City Terminal Ry. Co.	"	"	8 1/3%	"	"	See remarks, page 6.
Minnesota Transfer Ry. Co.	"	"	10%	"	"	"
Minneapolis Eastern Ry. Co.	"	"	50%	"	"	"
St. Paul Union Depot Co.	"	"	10%	"	"	"
Des Moines Union Ry. Co.	"	"	25%	"	"	"
Chicago Union Transfer Ry. Co.	"	"	4%	"	"	"
Indiana Harbor Belt Ry. Co.	"	"	20%	"	"	"
Milwaukee Term. Ry. Co.	Sole	"	Entire	"	"	"
Gallatin Valley Ry. Co.	"	"	"	"	"	"
Tacoma Eastern R. Co.	"	"	"	"	"	"
White Sulphur Springs & Y. Pk. Ry.	Joint	"	\$1 c	"	"	"
Bellingham & Northern R. R.	Sole	"	Entire	"	"	"
Big Black Foot Ry. Co.	"	"	"	"	"	"

## TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT

(Page 9.)

NAME Inactive Corporations	Control					Other Parties to Agreement for Joint Control
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect Name of Intermediary through which Con- trol is Established	
Rochelle & Southern Railway.....	Sole	A	Sole	Direct	Direct	None.
Bureau County Mineral Railway.....	"	"	"	"	"	"
Oglesby & Granville Railway.....	"	"	"	"	"	"

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. September 28, 1912.
2. Date of last closing of stock books before end of year for which this report is made. February 6, 1913.
3. Total number of stockholders of record at the date required in answer to Question 2. 13,490.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports)  
Name of Every Railway Company the Operations of Which are Included in this Report

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main Line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

From	To	Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
Chicago & Milwaukee Division										
Chicago.....	Milwaukee.....	44.87	37.90							82.57
Rondout.....	Janesville.....	31.67	34.57							66.24
Libertyville.....	Branch.....	.66								.66
Chicago & Evanston Division										
Chicago.....	Lewellyn Park.....	13.59								13.59
Chicago & Council Bluffs Division (In Illinois)										
North Chicago.....	Pacific Junction.....	3.39								3.39
Pacific Junction.....	Savanna.....	133.03								133.03
Galewood.....	Dunning.....	2.98								2.98
Savanna.....	Iowa Line.....	2.30								2.30
Savanna.....	East Moline.....	47.70								47.70
Ashdale.....	Ebner.....	16.10								16.10

<b>Chicago &amp; Council Bluffs Division (In Iowa)</b>			
Illinois Junction.....	348.37		348.37
..... Council Bluffs			
..... Council Bluffs	11.96		11.96
..... Council Bluffs	11.96		11.96
..... Council Bluffs	10.58		10.58
..... Council Bluffs	64		64
..... Council Bluffs	151.50		151.50
..... Council Bluffs	34.61		34.61
..... Council Bluffs	43.63		43.63
<b>Kansas City Division</b>			
Marion.....	96.19		96.19
Ottumwa Junction.....	62.27	140.27	202.54
Sudbury.....	76.30		76.30
<b>Racine &amp; Southwestern Division</b>			
Racine.....	50.63		119.94
..... Kirtledge	69.31		13.86
..... Beloit	13.86		16.59
..... Elkhorn	16.59		14.94
..... Rockford			
<b>Dubuque Division</b>			
Green Island.....	124.50	24.93	149.43
..... River Junction	35.77		35.77
..... Cascade (Narrow Gauge)	58.34		58.34
..... West Union	22.95		22.95
..... Waukon Junction		57.77	57.77
..... Reno		4.46	4.46
..... Preston			
..... Isanours			
<b>Superior Division</b>			
North Milwaukee.....	195.41	57.79	253.20
Green Bay.....	61		61
..... Spur	6.03		6.03
Hilbert Junction.....	11.94		11.94
Oconto Junction.....	21.09	1.52	22.61
Ellis Junction.....	17.65		17.65
Wausaukee Junction.....		92.87	92.87
Channing.....		6.87	6.87
Kelso.....		7.99	7.99
Crystal Falls.....			
Iron River.....			
<b>La Crosse Division</b>			
Milwaukee (Reed St.).....	196.66		196.66
Watertown Junction.....	36.48		36.48
Portage City.....	33.01		33.01
Viroqua Junction.....	32.17		32.17
North La Crosse.....	3.76		3.76
<b>Northern Division</b>			
Merrill Park.....	6.17		6.17
Chestnut St., Milwaukee North Milwaukee	6.29		6.29

## ROAD OPERATED—ENTIRE LINE—Continued

From	To	Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
<b>Northern Division—Continued</b>										
North Milwaukee	Portage City		88.55							88.55
Beaver Dam	Branch		2.09							2.09
Fox Lake	Branch		2.70							2.70
Cement Line Junction	Rock		1.06							1.06
Granville	North Lake		20.08							20.08
Iron Ridge	Fond du Lac		28.52							28.52
Horicon	Berlin		42.30							42.30
Brandon	Markesan		11.49							11.49
Ripon	Oshkosh		18.84							18.84
Rush Lake Junction	Winneconne		14.89							14.89
Wisconsin Midland	In Fond du Lac		2.14							2.14
<b>Wisconsin Valley Division</b>										
New Lisbon	Babcock		31.68							31.68
Tomah	Babcock		28.72							28.72
Babcock	Star Lake		151.58							151.58
Pittsville Junction	Pittsville		9.97							9.97
Dexter	Esper		8.42							8.42
Dexter Junction	Romadka		27.65							27.65
Nekoosa	Branch		7.82							7.82
Otis	Heinenan		7.90							7.90
Honeman	Gleason		3.36							3.36
Gleason	Southward		20.48							20.48
<b>River Division</b>										
North La Crosse	St. Paul		1.40		128.24					129.64
St. Paul	Minneapolis				8.30					8.30
St. Croix Junction	Sullivan				22.62					22.62
<b>Wabasha Division</b>										
Wabasha	Zumbrota				54.21					54.21
Wabasha	Chippewa Valley Division		59.55		1.83					61.38
Red Cedar Junction	Menomonie		16.32							16.32
<b>Hastings &amp; Dakota Division</b>										
South Minneapolis	Ortonville				177.97					177.97
Ortonville Junction	Abconville				1.57					1.57
Hastings	Beaumont Junction				53.71		107.12			158.59
Hopkins	Lake Minnesota				7.84					7.84
Gracoe	Hutchinson				13.43					13.43
Milbank	Sioux						37.24			37.24
Andover	Harlem					17.20	38.44			55.64

## ROAD OPERATED—ENTIRE LINE—Continued

From	To	Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Total
<b>Fargo Division</b>										
Ortonville.....	Fargo.....				46.29	69.40	1.28			116.97
<b>James River Division</b>										
Mitchell.....	Aberdeen.....						128.55			128.55
Aberdeen.....	Edgeley.....					31.61	32.72			64.33
Aberdeen.....	East Bank of Missouri R.						101.02			101.02
Roscoe.....	Anton.....					34.00	40.44			74.44
Roscoe.....	Orient.....						40.99			40.99
<b>Southern Minnesota Division</b>										
La Crescent.....	Woonsocket.....				296.28		97.20			393.48
Woonsocket.....	Westington Springs.....						15.58			15.58
Wells.....	Nankato.....				37.20					37.20
Madison.....	Bristol.....						102.80			102.80
Albert Lea.....	St. Clair.....				39.46					39.46
<b>Prairie du Chien Division</b>										
Milwaukee.....	Prairie du Chien.....	195.34								195.34
Prairie du Chien.....	North McGregor.....	1.14		.12						1.26
Mazomanie.....	Prairie du Sac.....	10.37								10.37
Lone Rock.....	Richland Center.....	16.22								16.22
Wauzeka.....	La Farge.....	51.97								51.97
<b>Mineral Point Division</b>										
Milton.....	Shullsburg.....	76.84								76.84
Broadhead.....	New Glarus.....	22.78								22.78
Warren.....	Mineral Point.....	31.28	1.01							32.29
Calamine.....	Platteville.....	17.14								17.14
<b>Iowa &amp; Minnesota Division</b>										
Calmar.....	Minneapolis.....			41.38	130.64					172.02
Conover.....	Decorah.....			1.00						1.00
Austin.....	Wason City.....			27.93						27.93
Paribault.....	Zumbrota.....				33.37					33.37
Northfield.....	Wannon Junction.....				31.98					31.98
Farmington.....	Mankato.....				55.38					55.38
Mendota.....	St. Paul.....				.36					.36
<b>Iowa &amp; Dakota Division</b>										
North McGregor.....	Chamberlain.....			291.49			149.25			440.74
Peulah.....	Elkader.....			19.20						19.20
Spencer.....	Spirit Lake.....			20.18			.39			20.57
Rock Valley.....	Hudson.....			8.99						8.99
Marion Junction.....	Running Water.....						62.85			62.85

## ROAD OPERATED—ENTIRE LINE—Continued

From	To	Illinois	Wisconsin	Iowa	Minnesota	North Dakota	South Dakota	Missouri	Michigan	Montana	Idaho	Washington	Total
<b>Sioux City &amp; Dakota Division</b>													
Manilla	Sioux City			90.27			82.22						90.27
Sioux City	Scotland Junction			5.52			47.67						87.74
Scotland	Mitchell						41.12						47.67
Tripp	Stuckney						21.21						41.12
Napa	Tyndall						60.79						21.21
Tyndall	Platte						67.81						60.79
Elk Point	Sioux Falls Junction			34.92			33.08						102.73
Renner	Madison												33.08
<b>Black Hills Division</b>													
Chamberlain	Rapid City						219.40						219.40
<b>Des Moines Division</b>													
Des Moines	Fonda			111.98									111.98
Fonda	Spencer			43.48									43.48
Clive	Boone			35.01									35.01
Rockwell City	Storm Lake			38.58									38.58
<b>Rochelle &amp; Southern Division</b>													
Steward	Mendota	22.08											22.08
Mendota	Ladd	12.28											12.28
Ladd	Seatonville Junction	2.26											2.26
Granville	Cherry	3.13											3.13
	Oglesby	10.50											10.50
<b>Trans-Missouri Division</b>													
Missouri Riv. Bridge	Marmarth					95.28	91.83						187.11
Norran Junction	Isabel						59.40						59.40
Trail City	Faith					124.11	8.53						108.61
McLaughlin Jct.	New England												132.64
<b>Musselshell Division</b>													
Marmarth	Harlowton					7.25				333.30			340.55
<b>Rocky Mountain Division</b>													
Harlowton	Deer Lodge									212.80			212.80
Harlowton Junction	Lewistown									61.06			61.06
Lewistown	Hilger									17.85			17.85
Kingling	Dorsey									3.63			3.63
<b>Missoula Division</b>													
Deer Lodge	Avery									188.50	23.40		211.90



Columbia Division		Coast Division		Totals	
Avery.....	74.70	74.70	236.20	310.90	
Cle Elum.....	70.71	70.71	4.00	19.87	
St. Mary's Jet.....	14.97	14.97	25.80	48.96	
Plummer.....	13.53	13.53	15.57	45.91	
Diahman.....					
Warden.....					
Marcellus.....					
Tiflis.....					
Neppel.....					
Beverly Junction.....					
Hanford.....					
<b>Coast Division</b>					
Cle Elum.....	71.67	71.67	1.48	1.48	
Maple Valley.....	2.08	2.08	33.23	33.23	
North Line Island No. 1—R. R. Av. Line			15.92	15.92	
Tacoma Junction.....			54.84	54.84	
Pacific Avenue.....					
McKenna.....					
Helsing Junction.....					
Bagley Junction.....					
Enumclaw Junction.....					
Cedar Falls.....					
Everett.....					
<b>Totals.....</b>	<b>411.92</b>	<b>1,765.09</b>	<b>1,868.30</b>	<b>1,238.60</b>	<b>378.85</b>
					<b>1,795.54</b>
					<b>140.27</b>
					<b>167.04</b>
					<b>818.04</b>
					<b>197.31</b>
					<b>541.03</b>
					<b>9,321.99</b>

Miles of main track in which this company owns jointly with other carriers:

Chicago & North Western Ry., Chicago: P. C. C. & St. L. Ry., Chicago.....	39
Chicago & North Western Ry., Chicago.....	16
P. C. C. & St. L. Ry., Chicago.....	2.41
Chicago, Burlington & Quincy R. R., Davis Jct.....	16
Chicago, Burlington & Quincy R. R., Clinton; Chicago, Rock Island & Pacific Ry., Clinton.....	1.87
Chicago, Rock Island & Pacific Ry., Davenport.....	.04
Minneapolis, St. Paul & Sault Ste. Marie Ry., Hilbert Jct. to Menasha.....	14.41
Minneapolis, St. Paul & Sault Ste. Marie Ry., Menasha to Neenah.....	1.39
Chicago & North Western Ry., Fond du lac.....	28
Minneapolis, St. Paul & Sault Ste. Marie Ry., Oakkosh.....	.25
Minneapolis, St. Paul & Sault Ste. Marie Ry., Chippewa Falls.....	1.63
Northern Pacific Ry., Linton.....	1.10
Chicago Great Western Ry., Mankato.....	1.10
Chicago, St. Paul, Minneapolis & Omaha Ry., Mendota to St. Paul.....	5.70
C. St. P. & O. R. Ry., Illinois Central R. R., Sioux City & Pac. Ry., Sioux City.....	1.10
Oregon-Washington Railroad & Navigation Co., Black River Jct., Wash., to Tacoma Jct., Wash.....	26.30
Oregon-Washington Railroad & Navigation Co., Black River Jct., Wash., to Tacoma Jct., Wash.....	2.83
Oregon-Washington Railroad & Navigation Co., Helling Jct., Wash., to Hoquiam, Wash.....	44.40
Leas—Other companies' interest.....	102.92
Chicago, Milwaukee & St. Paul Ry. Co.'s interest.....	51.60

Less—Other companies' interest.

Chicago, Milwaukee & St. Paul Ry. Co.'s interest.

## ROAD OPERATED—ENTIRE LINE—Continued

Operated under trackage rights:			
Chicago, Burlington & Quincy R. R., Rockford to Davis Jct.	11.97		
Davenport, Rock Island & North Western Ry., East Moline to Rock Island and Davenport.	8.72		
Davenport, Rock Island & North Western Ry., Clinton to Davenport and Rock Island.	35.08		
Union Pacific R. R., Council Bluffs Transfer, Ia., to South Omaha, Neb.	2.30		
Chicago, Rock Island & Pacific Ry.; Chicago, Burlington & Quincy R. R., Clinton, Ia., to Clancy, Ia.	1.62		
Chicago, Rock Island & Pacific; Chicago, Burlington & Quincy R. R., Clinton to Chancy.	1.62		
Chicago, Rock Island & Pacific Ry., Davenport to Muscatine.	26.61		
Illinois Central R. R., Dubuque.	.67		
Chicago, St. Paul, Minneapolis & Omaha Ry., So. Stillwater to Stillwater.	2.16		
Chicago Great Western Ry., Benning to Mankato.	3.13		
Des Moines Union Ry., Des Moines.	1.72		
Chicago, Burlington & Quincy R. R., Davis Jct. to Steward.	19.91		
Illinois Central R. R., at Mendota.	.41		
Chicago, Indiana & Southern Ry., at Ladd.	.50		
Chicago, Indiana & Southern Ry., Seatonville Jct. to McNabb.	18.50		
Chicago, Indiana & Southern Ry., De Pue Jct. to De Pue.	.90		
Atchison, Topeka & Santa Fe Ry., Union Depot connection in Kansas City, Mo.	2.16		
Kansas City Belt Line Yard, Coburg, Mo., to Armourdale, Mo., and State Line Yard, Mo.	6.06		
Kansas City Belt Line Yard, Coburg, Kan., to Armourdale, Kan., and State Line Yard, Kan.	.77		
Escanaba & Lake Superior R. R., Channing, Mich., to Wells Junction, Mich.	63.33		
Escanaba & Lake Superior R. R., Bay Front Branch, Mich.	2.10		
Union Pacific R. R., Council Bluffs Transfer, Neb., to South Omaha, Neb.	6.30		
Battle, Anaconda & Pacific Ry., Colorado Junction, Mont., to Butte Passenger Station, Mont.	1.10		
Battle, Anaconda & Pacific Ry., Colorado Junction, Mont., to Clift Junction, Mont.	13.64		
Washington, Idaho & Montana Ry., Purdue, Idaho, to Bovil, Idaho.	2.04		
Columbia & Puget Sound R. R., Maple Valley, Wash., to North Line Island No. 1, Wash.	20.37		
Oregon-Washington R. R. & Nav. Co., C. M. & St. P. Ry. connection at Argo to Ore-Wash. R. R. & Nav. Co.'s Port, Seattle, Wash.	3.08		
White River Lumber Co., Enumclaw Jct., Wash., to depot at Enumclaw, Wash.	1.51		
Tacoma Eastern R. R., Tacoma, Wash., to McKenna Jct., Wash.	25.70		
Northern Pacific R. R., Hoquiam, Wash., Aberdeen, Wash., and Cosmopolis, Wash.	2.66		
Interest of other carriers in jointly owned mileage, as above.	51.60		
Total miles of main track.	336.71		
	9,710.02		

  

EXPLANATORY REMARKS			
Company	From	To	Mileage
Chicago Great Western R. R.	Benning	Mankato	3.13
Chicago, St. Paul, Minneapolis & Omaha Ry.	South Stillwater	Stillwater	2.16
			5.29

(Page 14A.)

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA  
(For Companies (Other than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named
	From	To	
Chicago, Milwaukee & St. Paul Railway.....	Wabasha.....	Chippewa Falls.....	183
	Green Island.....	River Jct.....	24.83
	Reno.....	Preston and Janours.....	62.23
	South Minneapolis.....	Ortonville.....	177.27
	Ortonville Jct.....	Aberdeen.....	1.47
	Hastings.....	Benton Jct.....	53.71
	Hopkins.....	Lake Minnetonka.....	7.84
	Glencoe.....	Hutchinson.....	13.45
	Ortonville.....	Fargo.....	46.29
	Calmar.....	Minneapolis.....	130.64
	Austin.....	Mason City.....	11.34
	Faribault.....	Zumbrota.....	33.47
	Northfield.....	Cannon Jct.....	31.98
	Farmington.....	Mankato.....	55.48
	Mendota.....	St. Paul.....	36
	North La Crosse.....	St. Paul.....	128.24
	St. Paul and Minneapolis.....	Short Line.....	8.30
	St. Croix Jct.....	Stillwater.....	22.62
	La Crescent.....	Wessington Springs.....	296.28
	Albert Lea.....	St. Clair.....	39.46
	Wells.....	Mankato.....	37.20
	Wabasha.....	Zumbrota.....	54.21
See below.....	Various.....	Various.....	1,238.60
Various (see page 14A).....	Various.....	Various.....	6.30
Total mileage operated.....			5.29
			1,250.19

## (1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line Included in Preceding Table
	From	To		
Chicago, St. Paul, Minneapolis & Omaha Ry.....	Mendota.....	St. Paul.....	5.20	5.20
Chicago Great Western R. R. ....	At Mankato.....		1.10	1.10
			6.30	6.30

(Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY  
A. Auxiliary (or Outside) Operations

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Sleeping cars.....		Owned.....	Entire System
Parlor cars.....		Owned.....	Entire System
Dining cars.....		Owned.....	Entire System
Grain elevators.....		Owned.....	Wisconsin
Hotels and restaurants.....		Owned.....	Washington

## B. Miscellaneous Investments—Physical Property

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	Investment	Net Investment
Real estate, Bismarck, N. D. ....	Land.....	North Dakota.....	\$450.00	\$450.00
Track material loaned.....		Wisconsin.....	453,237.69	453,237.69
		Iowa.....		
		Illinois.....		
		Michigan.....		
Non-operating property.....	Real property.....	South Dakota.....	2,228,563.25	2,228,563.25
		North Dakota.....		
		Minnesota.....		
		Nebraska.....		
		Missouri.....		
		Washington.....		
Total.....			\$2,682,250.94	\$2,682,250.94

# IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE

(Page 83.)

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All new stocks issued. 5. All new bonds issued. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. Retirement of Respondents Securities. 11. All other important financial changes.

3. The railway property, franchises and equipment of the Chicago, Milwaukee & Puget Sound Ry. Co. were acquired by purchase as of December 31, 1912, the mileage of which at that date, including all tracks, was 2,602.28.

7. Convertible 4 1/2 % Gold Bonds sold (at par) for general purposes..... \$13,957,300.00

General Mortgage Bonds issued for bonds retired and cancelled..... 221,000.00

Chicago, Milwaukee & Puget Sound Ry.'s First Mortgage Bonds assumed..... 173,525,511.64

\$187,703,811.64

221,000.00

\$187,482,811.64

Less—  
Bonds retired and cancelled.....

Net income.....

8. Funded debt disposed of:

	Par Value	Book Value
C. M. & P. S. Ry. Co.....	\$128,516,410.27	\$117,057,054.50
Town of Freeborn, Minn.....	500.00	500.00
Town of Metherson, Minn.....	2,000.00	2,000.00
Town of Vivian, Minn.....	500.00	500.00
Town of Medo, Minn.....	1,500.00	1,500.00
Kittitas Reclamation District.....	17,500.00	16,375.00

\$117,078,129.50

Less—Acquired:

Minnesota Transfer Ry. Co.....	\$4,000.00	\$4,000.00
Tacoma Eastern R. R. Co.....	41,000.00	44,000.00

48,000.00

Net decrease.....

8. Stocks disposed of:

	Par Value	Book Value
C. M. & P. S. Ry. Co.....	\$99,998,700.00	\$10,000,000.00
Less—Acquired:		
Butte, Ana. & Pacific Ry. Co.....	\$1,225,500.00	\$1,073,500.00
Tacoma Eastern R. R. Co.....	1,499,400.00	1,263,400.00
Gallatin Valley Ry. Co.....	799,300.00	433,860.00
Milwaukee Term'l Ry. Co.....	250,000.00	250,000.00
W. S. & Y. Pk. Ry. Co.....	153,000.00	173,645.07
Big Blackfoot Ry. Co.....	749,500.00	730,048.94
Bellingham & Nor. Ry. Co.....	1,199,400.00	1,080,468.82
Republic Coal Co.....	99,700.00	100,000.00
Amer. Light & Power Co.....	5,000.00	5,000.00
Continental Telegraph Co.....	299,300.00	299.30
Pioneer Coal Co.....	100,000.00	98,367.65
Idaho Wtr. & Elec. Power Co.....	500,000.00	228,800.68
Kootenai Amalg. Oil & Coal Co.....	460,500.00	166,827.47
Reliance Power Co.....	249,700.00	6,071.38

5,612,298.31

Net decrease.....

9. Adjustment in book value of Chicago Union Transfer Ry. Co. stock.....

\$4,387,701.69

\$25,000.00

(Page 89.)

**CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS—ENTIRE LINE**

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The Wells-Fargo Express Company occupies the lines of this company doing a general express business. Rates are various and are governed by the business done and the facilities furnished.

2. Compensation for mail service is not permanently fixed. Service is ordered subject to the rules and regulations of the post office department, and the amount paid is based upon the weight of the mail transported over each route.

4. The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage or per diem.

## CHICAGO &amp; NORTH WESTERN RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Chicago & North Western Railway Company.

2. Date of organization. June 7, 1859.

3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Organized under act of Illinois legislature, approved Feb. 19, 1859; organized under act of Wisconsin legislature, approved Mar. 14, 1859. Certificate made June 6, 1859.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Name of Company	State	Charter or Organization Under General Laws
Dixon, Rockford & Kenosha Ry. Co.....	Ill. and Wis...	Organized Jan. 16, 1864.
Galena & Chicago Union R. R. Co.....	Illinois.....	Chartered by act of Ill., Jan. 16, 1836. Amended by act of Ill., Mar. 4, 1837. Amended by act of Ill., Feb. 24, 1847. Amended by act of Ill., Feb. 11, 1853. Amended by act of Ill., Feb. 25, 1854. Amended by act of Ill., Feb. 15, 1855.
Peninsular Railroad Co.....	Michigan.....	Organized Feb. 3, 1862.
Beloit & Madison R. R. Co.....	Wisconsin.....	Chartered by act of Wis. Feb. 18, 1852.
Baraboo Air Line R. R. Co.....	Wisconsin.....	Chartered by act of Wis. Mar. 8, 1870. Amended by act of Wis. Jan. 31, 1871.
La Crosse, Trempealeau & Prescott RR Co	Wisconsin.....	Chartered by act of Wis. Mar. 6, 1857. Amended by act of Wis. Apr. 4, 1864.
Menominee River R. R. Co.....	Michigan.....	Organized Feb. 9, 1875.
Escanaba & Lake Superior Ry. Co.....	Michigan.....	Organized Nov. 24, 1880.
Elgin & State Line R. R. Co.....	Illinois.....	Chartered by act of Ill. Feb. 12, 1859.
Chicago, Milwaukee & North-Western.....	Ill. & Wis.....	Organized Mar. 19, 1881.

5. Date and authority for each consolidation.

Date of Consolidation	Companies Acquired by Consolidation	Authority for Consolidation
Jan. 19, 1864	Dixon, Rockford & Kenosha Ry. Co.....	General railroad law.
June 2, 1864	Galena & Chicago Union R. R. Co.....	Authority conferred by charter.
Oct. 21, 1864	Peninsular R. R. Co.....	General railroad law.
Jan. 10, 1871	Beloit & Madison R. R. Co.....	Authority conferred by charter.
Mar. 10, 1871	Baraboo Air Line R. R. Co.....	Authority conferred by charter.
June 6, 1877	La Crosse, Trempealeau & Prescott R. R. Co.....	Authority conferred by charter.
July 1, 1882	Menominee River R. R. Co.....	General railroad law.
July 1, 1882	Escanaba & Lake Superior Ry. Co.....	General railroad law.
June 7, 1883	Elgin & State Line R. R. Co.....	Authority conferred by charter.
June 7, 1883	Chicago, Milwaukee & North-Western Ry. Co....	General railroad law.

The property and franchise of other companies have been acquired by the Chicago & North-Western Railway Company by purchase, as follows:

Date of Organization	COMPANIES	State	Date of Purchase	Authority for Purchase
April 4, 1882	Galesville & Mississippi River R. R. Co.	Wis.	Mar. 16, 1883	General railroad law.
Mar. 18, 1880	Rock River Ry. Co.	Wis.	Mar. 16, 1883	General railroad law.
Jan. 26, 1859	Chicago, Iowa & Nebraska R. R. Co.	Iowa	July 1, 1884	General railroad law.
June 14, 1859	Cedar Rapids & Missouri River R. R. Co.	Iowa	July 1, 1884	General railroad law.
June 10, 1876	Maple River R. R. Co.	Iowa	July 3, 1884	General railroad law.
July 31, 1872	Stanwood & Tipton Ry. Co.	Iowa	Oct. 24, 1884	General railroad law.
Mar. 2, 1870	Iowa Midland Ry. Co.	Iowa	Oct. 24, 1884	General railroad law.
July 2, 1883	Ottumwa C. F. & St. Paul Ry. Co.	Iowa	Oct. 24, 1884	General railroad law.
June 18, 1880	Iowa Southwestern Ry. Co.	Iowa	Oct. 24, 1884	General railroad law.
Aug. 1, 1870	Des Moines & Minneapolis R. R. Co.	Iowa	Oct. 24, 1884	General railroad law.
April 9, 1886	Maple Valley Ry. Co.	Iowa	May 4, 1887	General railroad law.
April 15, 1887	Janesville & Evansville Ry. Co.	Wis.	May 4, 1887	General railroad law.
Jan. 13, 1887	Sioux Valley Ry. Co.	Iowa	Nov. 2, 1887	General railroad law.
Aug. 18, 1873	Iowa Ry. Coal & Manufacturing Co.	Iowa	Nov. 2, 1887	General railroad law.
Oct. 30, 1886	Linn Co. Ry. Co.	Iowa	Nov. 2, 1887	General railroad law.
June 29, 1888	Sycamore & Cortland R. R. Co.	Ill.	Nov. 2, 1887	General railroad law.
Feb. 15, 1884	Northern Illinois Ry. Co.	Ill.	June 7, 1888	Act of Illinois, June 30, 1885.
Oct. 8, 1886	Iron River Ry. Co.	Mich.	June 7, 1888	Act of Illinois, June 30, 1885.
Aug. 13, 1887	Lake Geneva & State Line Ry. Co.	Mich.	June 10, 1889	Act of Michigan, Feb. 27, 1889.
Aug. 8, 1887	Lake Geneva & State Line Ry. Co.	Mich.	June 10, 1889	Act of Michigan, Feb. 27, 1889.
June 15, 1869	Toledo & Northwestern Ry. Co.	Wis.	June 10, 1889	General railroad law.
Jan. 15, 1889	Union Ry. Co.	Iowa	June 6, 1890	General railroad law.
May 28, 1880	Paint River Ry. Co.	Ill.	June 4, 1891	Act of Illinois, June 30, 1885.
Dec. 11, 1875	Milwaukee, Lake Shore & Western Ry. Co.	Mich.	June 4, 1891	Act of Illinois, June 30, 1885.
Feb. 11, 1896	Wisconsin Northern Ry. Co.	Wis.	Aug. 19, 1893	General railroad law.
Mar. 10, 1862	Winona & St. Peter	Wis.	Sept. 10, 1897	General railroad law.
July 22, 1898	Iowa, Minnesota & Northwestern Ry. Co.	Minn. S. D. & N. D.	June 7, 1900	General railroad law.
Oct. 3, 1898	Boyer Valley Ry. Co.	Iowa	June 8, 1900	General railroad law.
Nov. 11, 1898	Minnesota & Iowa Ry. Co.	Iowa	June 8, 1900	General railroad law.
Jan. 16, 1899	Boone County Ry. Co.	Minn.	June 8, 1900	General railroad law.
May 8, 1899	Harlan & Kirkman Ry. Co.	Iowa	June 8, 1900	General railroad law.
Mar. 27, 1900	Southern Iowa Ry. Co.	Iowa	June 8, 1900	General railroad law.
June 12, 1900	Princeton & Northwestern Ry. Co.	Iowa	June 8, 1901	General railroad law.
Nov. 7, 1900	Peoria & Northwestern Ry. Co.	Ill.	June 8, 1901	General railroad law.
Aug. 1, 1864	Sioux City & Pacific R. R. Co.	Ia. & Neb.	June 8, 1901	General railroad law.
July 9, 1901	Minnesota Western Ry. Co.	Minn.	Aug. 28, 1901	General railroad law.
Jan. 20, 1869	Premont, Elkhorn & Missouri Valley R. R. Co.	Neb. S. D., Wyo.	Feb. 28, 1902	General railroad law.
May 26, 1881	Chicago, Iowa & Dakota Ry. Co.	Iowa	Feb. 28, 1902	General railroad law.
May 23, 1902	Chicago Northern Ry. Co.	Ill.	Oct. 1, 1903	General railroad law.
Dec. 27, 1894	Manitowoc, Green Bay & No. West'n Ry. Co.	Iowa	Dec. 31, 1903	General railroad law.
Nov. 22, 1905	Milwaukee & State Line Ry. Co.	Iowa	Nov. 30, 1904	General railroad law.
Feb. 1, 1906	Lee County Railway Company	Wis.	Jan. 30, 1909	General railroad law.
May 17, 1906	St. Paul, Dakota & Northwestern Ry. Co.	Iowa	Jan. 30, 1909	General railroad law.
Aug. 6, 1876	St. Paul Eastern Grand Trunk Ry. Co.	Wis.	Oct. 20, 1910	General railroad law.
Sept. 3, 1909	Des Moines Valley Ry. Co.	Wis.	Nov. 1, 1913	General railroad law.
June 21, 1909	Des Moines Valley Ry. Co.	Ill.	Mar. 1, 1913	General railroad law.



(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Marvin Hughitt.....	Chicago, Ill.....	October, 1913
William K. Vanderbilt, Jr.....	New York, N. Y.....	October, 1913
James Stillman.....	New York, N. Y.....	October, 1913
Oliver Ames.....	Boston, Mass.....	October, 1913
Zenas Crane.....	Dalton, Mass.....	October, 1913
W. K. Vanderbilt.....	New York, N. Y.....	October, 1914
F. W. Vanderbilt.....	New York, N. Y.....	October, 1914
Byron L. Smith.....	Chicago, Ill.....	October, 1914
Cyrus H. McCormick.....	Chicago, Ill.....	October, 1914
Chauncey Keep.....	Chicago, Ill.....	October, 1914
William A. Gardner.....	Chicago, Ill.....	October, 1914
Chauncey M. Depew.....	New York, N. Y.....	October, 1915
James C. Fargo.....	New York, N. Y.....	October, 1915
Henry C. Frick.....	Pittsburgh, Pa.....	October, 1915
David P. Kimball.....	Boston, Mass.....	October, 1915
John V. Farwell.....	Chicago, Ill.....	October, 1915
Homer A. Miller.....	Des Moines, Ia.....	October, 1915

## PRINCIPAL OFFICERS

Title	Name	Official Address
Chairman of the Board.....	Marvin Hughitt.....	Chicago, Ill.
President.....	William A. Gardner.....	Chicago, Ill.
Vice President.....	Samuel A. Lynde.....	New York, N. Y.
Vice President.....	Hiram R. McCullough.....	Chicago, Ill.
Vice President.....	Richard H. Aishton.....	Chicago, Ill.
Secretary.....	John D. Caldwell.....	Chicago, Ill.
Treasurer and Asst. Secretary.....	Milton B. Van Zandt.....	New York, N. Y.
General Solicitor.....	Carl C. Wright.....	Chicago, Ill.
General Counsel.....	Edward M. Hyzer.....	Chicago, Ill.
Comptroller.....	Lewis A. Robinson.....	Chicago, Ill.
General Auditor.....	Charles D. Brandriff.....	Chicago, Ill.
General Manager.....	William D. Cantillon.....	Chicago, Ill.
General Manager.....	Frank Walters.....	Omaha, Neb.
Assistant General Manager.....	Samuel G. Strickland.....	Chicago, Ill.
Chief Engineer.....	Edward C. Carter.....	Chicago, Ill.
General Superintendent.....	Walter J. Towne.....	Chicago, Ill.
General Superintendent.....	Chester T. Dike.....	Huron, S. D.
General Superintendent.....	Stanley M. Braden.....	Norfolk, Neb.
Freight Traffic Manager.....	Marvin Hughitt, Jr.....	Chicago, Ill.
Passenger Traffic Manager.....	Alexander C. Johnson.....	Chicago, Ill.
Assistant Freight Traffic Manager.....	Edmund D. Brigham.....	Chicago, Ill.
Assistant Freight Traffic Manager.....	Frank P. Eyman.....	Chicago, Ill.
General Freight Agent.....	Samuel F. Miller.....	Chicago, Ill.
General Passenger and Ticket Agent.....	Charles A. Cairns.....	Chicago, Ill.
Land Commissioner.....	Josiah F. Cleveland.....	Chicago, Ill.

Officer to whom correspondence concerning this report should be addressed. Name, L. A. Robinson; title, Comptroller; address, 226 W. Jackson Blvd., Chicago, Ill.

## TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

(Page 7.)

NAME	Sole or Joint	How Established	Extent	Control	
				Direct or Indirect	If Indirect, Name of Intermediary Through which Control is Established
Active Corporations					
Macoupin County Railway Company.....	Sole	Ownership of Stock	100%	Direct	
Wyoming & North Western Railway Company.....	"	"	100%	"	
Pierre, Rapid City & Northwestern Ry. Co.....	"	"	100%	"	
Pierre & Ft. Pierre Bridge Railway.....	"	"	100%	"	
Florence County Railway Company.....	"	"	100%	"	
Wolf River Valley Railway Company.....	"	"	100%	"	
De Pue, Ladd & Eastern Railway Company.....	"	"	100%	"	
Missouri Valley & Blair Ry. & Bridge Company.....	"	"	100%	"	
Albany Rail Road Bridge Co.....	Joint	"	99 +	"	1 other stockholder.
Belle Fourche Valley Railway Company.....	Sole	"	100%	"	
James River Valley & Northwestern Railway Co.....	"	"	100%	"	
Doland & Northwestern Railway Company.....	"	"	100%	"	
St. Louis, Peoria & North Western Railway Co.....	"	"	100%	"	
Iowa Southern Ry. Co.....	"	"	100%	"	
Macoupin County Extension Ry. Co.....	"	"	100%	"	
Escanaba, Iron Mountain & Western Ry. Co.....	"	"	100%	"	
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	Joint	"	50 01%	"	Other stockholders. C. St. P. M. & O. Ry. Co.
Sioux City Bridge Co.....	"	"	50%	"	
Peoria & Pekin Union Ry. Co.....	"	"	12 1/2%	"	Ill. Cent. R. R. Co., Tol. Peo. & W. Ry. Co., Chgo. Peo. & St. L. Ry. Co., L. E. & W. Ry. Co., Peo. & East. Ry. Co., West. Ry. Co., L. S. & M. S. Ry. Co., Cent. R. R. Co., C. M. & St. P. Ry. Co.
Indiana Harbor Belt R. R. Co.....	"	"	20%	"	

(Page 10.)

## EXPLANATORY REMARKS

In reference to question 5, page 11:

Chicago & North Western Railway Consolidated Sinking Fund Currency Bonds of 1915 have voting rights contingent upon registration for that purpose. The person whose name appears on the voting bond register of this company as the holder of said bonds at the time of any meeting of stockholders of the company will be entitled to one vote at such meeting for each one hundred dollars of the par amount of said bonds so held.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 17, 1912.
2. Date of last closing of books for determination of year for which this report is made. September 10, 1912.
3. Total number of stockholders of record at the date required in answer to Question 2. 8,920.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? Yes.  
If so, explain character of such rights. See page 10.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation, as trustee, control the respondent on June 30, 1913? No.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other than Switching and Terminal) Making Operating Reports)

Name of Every Railway Company the Operations of which are Included in this Report

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Main Line Owned by Respondent: Chicago & North Western Railway.....	Chicago.....	Republic, Mich., via Milwaukee..	415.77	3,049.59
	Chicago.....	Fond du Lac, Wis., via Janesville..	176.70	
	Chicago.....	U. P. Transfer, opposite Omaha..	491.00	
	Chicago.....	Freeport, Ill.....	121.00	
	Harvard, Ill.....	Pierre, S. D.....	719.16	
	Janesville, Wis.....	Evansville, Wis.....	15.68	
	Shoreline, Wis.....	Ashland, Wis., via Watersmeet..	386.13	
	Monico, Wis.....	Hurley, Wis.....	88.11	
	Missouri Valley, Ia.....	Casper, Wyo.....	636.04	

## ROAD OPERATED—ENTIRE LINE—Continued

NAME	TERMINI		Miles of Line for Each Class of Roads Named	Miles of Line for Each Class Named
	From	To		
B. Branches and Spurs Owned by Respondent: Chicago & North Western Railway.....	St. Francis Cut Off	Wisconsin	2.38	
	Kencosha, Wis.	Harvard, Ill.	44.30	
	Caledonia, Ill.	Rockford, Ill.	12.80	
	Mayfair, Ill.	Central Street, Evanston, Ill.	7.69	
	N. 40th Ave., Chicago	Mayfair, Ill.	5.20	
	Proviso Yard	Valley, Ill.	20.51	
	Shoreline, Wis.	Easton, Wis.	1.02	
	Appleton, Wis.	Water Power, Appleton	3.63	
	Sheboygan, Wis.	Marshfield, Wis.	164.09	
	Bannerman, Wis.	Red Granite, Wis.	7.85	
	Tower, N. E.	Nekoosa, Wis.	6.88	
	Elgin, Ill.	Williams Bay, Wis.	51.04	
	St. Charles, Ill.	Aurora, Ill.	11.80	
	Cortland, Ill.	Sycamore, Ill.	4.64	
	Caledonia, Ill.	Spring Valley, Ill.	84.78	
	Chicago South Branch Track	Junction to River	4.50	
	Nelson, Ill.	Peoria Jct., Ill.	82.98	
	Clinton, Ia.	State Quarry, Anamosa	73.57	
	Stanwood, Ia.	Tipton, Ia.	8.50	
	Des Moines, Ia.	Junction near Jewell Jct., Ia.	57.34	
	Carroll, Ia.	Harlan, Ia.	41.11	
	Junction near Manning	Audubon, Ia.	17.00	
	Cut-off around and south of	Cedar Rapids, Ia.	5.96	
	Boone, Ia.	Coal banks west of Boone	3.25	
	Burton, Ia.	Vesta, Minn D.	349.51	
	Tama, Ia.	Iroquois, S.	368.89	
	Eagle Grove, Ia.	Elmore, Minn	66.38	
	Junction near Jewell Jct., Ia.	Jewell Jct., Ia.	1.78	
	Burt, Ia.	Fox Lake, Minn.	45.68	
	Eldora Jct., Ia.	Alden, Ia.	28.40	
	Jewell Jct., Ia.	Wall Lake, Ia.	73.68	
	Maple River Jct., Ia.	Onawa, Ia.	80.85	
	Denison, Ia.	Sargent's Bluff, Ia.	124.67	
	Boyer, Ia.	Mondamin, Ia.	61.30	
	California Jct., Ia.	Sioux City, Ia.	69.81	
	Wren, Ia.	Hawarden, Ia.	28.17	
	Afton, Wis.	Janesville, Wis.	6.10	
	Tower, W. J. Wis.	La Crosse, Wis.	3.96	
	Prentissau, Wis.	Galesville, Wis.	6.00	
	Milwaukee, Wis.	Montfort, Wis.	140.53	

Galena, Ill.	Woodman, Wis.	76.84
Near Milbrg, Ill.	Platteville, Wis.	2.70
Ipswich, Wis.	Lancaster, Wis.	4.00
Lancaster Jct., Wis.	Sparta, Wis.	12.04
Wisconsin.	Butler Jct., Wis.	168.65
West Allis, Wis.	Two Rivers, Wis.	8.33
Northern Jct., Wis.	Saunders, Mich.	90.53
Spurs to Indust. Establishments	on Lake Shore Division	1.41
Manitowoc, Wis.	Green Bay, Wis.	36.25
Duck Creek, Wis.	Southern Jct., Wis.	30.08
Shawano Jct., Wis.	Eland Jct., Wis.	30.47
Pulaski, Wis.	Gillett, Wis.	16.60
Clintonville	Oconto, Wis.	56.00
Hortonville Jct., Wis.	Oshkosh, Wis.	23.10
Hunting.	Big Falls, Wis.	1.48
Eland Jct., Wis.	Marshfield, Wis.	63.87
Eland Jct., Wis.	Rosholt, Wis.	19.74
Junction west of Marathon City, Wis.	Rib Falls, Wis.	4.75
Anwa.	Mattoon, Wis.	9.59
Wolf River Jct., Wis.	Junction east of Elton, Wis.	22.88
Pratt Jct., Wis.	Harrison, Wis.	17.53
Parrish Jct., Wis.	Parrish, Wis.	4.54
Pelican, Wis.	Crandon, Wis.	17.84
Conover, Wis.	Hackley, Wis.	9.33
Mercer, Wis.	Winger, Wis.	19.49
Watersmeet, Mich.	Choate, Mich.	22.21
Craigsmere, Mich.	Robbins, Mich.	3.47
Hurley, southwesterly.	End of track, Division	16.91
Branches and Extensions to Min	es on Ashland Division	34.22
Spurs to Industrial Establishments	es on Ashland Division	11.73
Clowry, Mich.	Michigan, Mich.	10.44
Wabik, Mich.	Champion, Mich.	1.23
Powers, Mich.	Watersmeet, Mich.	104.33
Sager, Mich.	Anassa, Mich.	24.10
Narenta, Mich.	Metropolitan, Mich.	34.86
Branches and Extensions to Min	es on Peninsula Division	86.84
Plainview Jct., Minn.	Plainview, Minn.	15.01
Chatham, Minn.	Chatham, Minn.	11.46
Rochester, Minn.	Zumbrota, Minn.	24.48
Mankato Jct., Minn.	New Ulm, Minn.	29.33
Sleepy Eye, Minn.	Redwood Falls, Minn.	24.40
Evau, Minn.	Marshall, Minn.	45.82
Tyler, Minn.	Astoria, S. D.	32.20
Sioux Valley Jct., S. D.	Watertown, S. D.	43.83
James Valley Jct., S. D.	Oakes, N. D.	131.96
Tracy, Minn.	Gettysburg, S. D.	238.35
Doland, S. D.	Groton, S. D.	38.84
Centerville, S. D.	Yankton, S. D.	38.46

## ROAD OPERATED—ENTIRE LINE—Continued

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership: Wolf River Valley Railway.....	Arlington, Neb..... Irrington, Neb..... Fremont, Neb..... Linwood, Neb.....	Elkhorn Jct., Neb..... South Omaha, Neb..... Hastings, Neb..... Kansas State Line beyond Superior, Neb.....	27.88 10.26 127.26	
4. Line operated under contract or agreement: De Pue, Ladd & Eastern Railroad..... Belle Fourche Valley Railway..... James River Valley & North Western Railway.....	Platte River, Neb..... Junction near Scribner, Neb..... South Norfolk, Neb..... Dakota Jct., Neb..... Pine St., Deadwood, S. D..... Branches to Mines of Ruby Basin, S. D..... Black Tail, S. D..... Portland Jct., S. D..... Branches to Mines of Portland Mine, S. D..... Buffalo Gap, S. D..... Whitewood, S. D.....	Lincoln, Neb..... Oakdale, Neb., via Albion..... Winner, S. D..... Pine St., Deadwood, S. D..... Ruby Basin, S. D..... Lead City, S. D..... Portland Mine, S. D..... Hot Springs, S. D..... Belle Fourche, S. D.....	124.14 45.11 113.91 175.30 144.88 11.27 2.55 2.92 1.62 14.12 21.19	4,781.27
5. Lines operated under trackage rights: Union Pacific Railroad.....	Junction east of Elton, Wis..... Ladd, Ill..... Belle Fourche, S. D..... Blunt, S. D.....	Van Ostrand, Wis..... Seatonville, Ill..... Newell, S. D..... Gettysburg, S. D.....	1.98 3.25 23.52 39.55	1.98
Peoria & Pekin Union Railway..... Chicago, Indiana & Southern Railroad..... Missouri Valley & Blair Railway & Bridge Co..... Chicago, St. Paul, Minneapolis & Omaha Ry.....	Broadway Station, Council Bluffs, Ia..... Peoria Jct., Ill..... Churchill, Ill..... Track over Missouri River near Blair, Neb., and approaches thereto Blair, Neb..... In Sioux City, Iowa..... Elroy..... Sioux City, Iowa.....	South Omaha, Neb..... Peoria, Ill..... Ladd, Ill..... Laurel, Neb., and approaches thereto Omaha, Neb..... Wyeville, Wis..... Wren, Iowa.....	8.73 2.02 2.80 3.36 24.70 2.28 22.70 10.10	66.32
Illinois Central Railroad.....				76.78
Total mileage operated.....				7,975.04

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA  
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Road Named
	From	To		
1. A. Main Line Owned by Respondent: Chicago & North Western Ry.....	State Line (Winona).....	State Line near Elkton, S.D.....	277.03	277.03
Totals.....				
1. B. Branches and Spurs Owned by Respondent: Chicago & North Western Ry.....	State Line near Kiester.....	Vesta, Minn.....	126.77	
	Iowa State Line.....	Elmore, Minn.....	34	
	State Line (Ceylon).....	Fox Lake, Minn.....	12.26	
	Plainview Jet., Minn.....	Plainview, Minn.....	15.01	
	Chatfield Jet., Minn.....	Chatfield, Minn.....	11.46	
	Rochester, Minn.....	Zumbrota, Minn.....	24.48	
	Mankato Jet., Minn.....	New Ulm, Minn.....	29.33	
	Sleepy Eye, Minn.....	Redwood Falls, W. mn.....	24.40	
	Evan, Minn.....	Marshall, Minn.....	43.82	
	Tracy, Minn.....	State Line near Gary, S. D.....	58.00	
	Tyler, Minn.....	State Line near Hendricks, Minn.....	25.40	
Total.....				373.27
Total Mileage Operated.....				650.30

2. Line Operated by Respondent, but Owned by Another Corporation; None.  
 3. Line Operated Under Lease for Specified Sum; None.  
 4. Line Operated Under Contract or Agreement; None.  
 5. Line Operated Under Trackage Rights; None.

(Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY  
A. Auxiliary (or Outside) Operations

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Parlor and chair car service.....	Furnishing special seating accommodations; and serving meals, wines, liquors, cigars, etc., en route.	Cars are owned or interchanged with other companies on a mileage basis.	Cars are operated over this company's lines in Ill., Wis., Mich., Minn., and Iowa; and in some instances over foreign lines in various States in connection with through train arrangements.
Dining and special car service.....	Serving meals, wines, liquors, cigars, etc., en route.	Cars are owned or interchanged with other companies on a mileage basis.	Cars are operated over this company's lines in Ill., Wis., Mich., Minn., and Iowa; and in some instances over foreign lines in various States in connection with through train arrangements.
Stock yards.....	Feeding live stock, shearing sheep, etc.	Owned	Illinois.
Hotels and restaurants.....	Furnishing lodging, meals, cigars, etc., at depots, hotels and restaurants.	Owned	Wisconsin, South Dakota, Nebraska, Wyoming.

B. Miscellaneous Investments—Physical Property

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	INVESTMENT
Wisconsin land grant.....	Selling lands.	Wisconsin.	None
Michigan land grant.....	Do.	Michigan.	None
Ashland Division lands and lots.....	Do.	Wisconsin and Michigan.	None
Material loaned logging and industrial companies.....	Do.	Illinois, Wisconsin, Michigan, Iowa and Wyoming.	\$592,025.23
Total.....			\$592,025.23



(Page 19.)

## ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT

NAME OF OWNING COMPANY	MILES OF LINE	LEASE OR AGREEMENT			
		Date	Term		Concise Summary of Provisions
			From	To	
De Pue, Ladd & Eastern Railroad.....	3.25	Dec. 12, 1902	Sept. 10, 1902	Sept. 10, 2001	Respondent receives all revenues and pays all expenses and taxes; also agrees to pay not exceeding \$1,000.00 per annum to enable grantor to keep up its corporate existence. Grantee may sub-lease.
Escanaba, Iron Mountain & Western Railroad (Operated as second track).	49.73	May 15, 1891	May 15, 1891	July 1, 1920 (Unless sooner terminated on 90 day's notice.)	Respondent acquires right to receive all revenues upon payment of all expenses and taxes; also agrees to pay interest (5%) on \$1,350,000 of grantor's bonds, and \$1,500.00 annually on grantor's Capital Stock.
Belle Fourche Valley Ry. ....	23.52	June 25, 1912	July 1, 1912	July 1, 1914	Respondent leases the line from Belle Fourche to Newell S. D. Lessee agrees to pay an annual rental equal to 5% per annum on lessor's indebtedness to lessee, payable in monthly installments.
James River Valley and North Western Ry.	39.55	June 25, 1912	Sept. 1, 1912	Sept. 1, 1914	Respondent leases the line from Gettysburg to Blunt, S. D. Lessee agrees to pay an annual rental equal to 5% per annum on lessor's indebtedness to lessee, payable in monthly installments.

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stock issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of Respondents Securities. 11. All other important financial changes.

3. The following mileage was transferred from "Sidings" to "Single Track, Branches and Spurs":  
Hunting to Big Falls, Wis., from December 1, 1912).....5.48 miles

Construction work was completed during the year, as follows:

Additional second tracks, viz.:  
Butler Junction to Clyman, Wis., a distance of .....35.38 miles  
Enlargement and improvement of depot and yard facilities at West Chicago, Ill.  
Additional freight house, office building and enlargement of freight handling facilities at Council Bluffs, Iowa.  
Installation of shop and enginehouse facilities at Omaha, Neb.  
Installation of automatic block signals between Harvard, Ill., and Evansville, Wis., a distance of 44 miles, and between Madison and Baraboo, Wis., a distance of 38 miles.  
Installation of telephone line for use in dispatching trains between Chicago, Ill., and Clinton, Iowa, a distance of 138 miles.  
Other items of less importance.

4. During the year the company acquired by purchase the right, title and interest in the following railroad property and franchises:  
By deed dated March 1, 1913, the Des Plaines Valley Railway Co. conveyed to this company the line of railway from Proviso to Valley, Ill., a distance of 20.31 miles. (Prior to March 1, 1913, this line was operated under lease, as per copy of lease returned on page 18 of preceding year's report.)

By deed dated March 1, 1913, the St. Paul Eastern Grand Trunk Railway Co. conveyed to this company the line of railway extending from Clintonville to Oconto, Wis., a distance of 60.92 miles. (Prior to March 1, 1913, this line had been operated under lease dated October 30, 1884.)

7. Chicago & North Western Railway General Mortgage Gold Bonds of 1887, due from Trustee, viz.:

In September, 1912.....	\$2,000.00
In November, 1912.....	1,000,000.00
In December, 1912.....	1,000.00
In June, 1913.....	134,000.00
	<hr/>
	\$1,138,000.00

2,500,000.00  
1,120,000.00

Des Plaines Valley Railway First Mortgage Bonds in March, 1913.....

St. Paul Eastern Grand Trunk Railway First Mortgage Bonds in March, 1913.....

Chicago & Northwestern Railway Equipment Trust Certificates, viz.:

In August, 1912.....	\$3,000,000.00
In October, 1912.....	3,000,000.00
	<hr/>
	6,000,000.00

\$10,758,000.00

8. Changes during the year in the company's holdings of stock were as follows:

Increase—

Iowa Southern Railway Co. Stock in January, 1913.....	\$10,000.00
Macopin County Extension Railway Co. Stock in May, 1913.....	10,000.00
Chicago & North Western Railway Co. Common Stock Scrip in July, 1912.....	75.00
	<hr/>
	\$20,075.00

# IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA—Continued

<b>Decrease—</b>		
St. Paul Eastern Grand Trunk Railway Co. Stock in March, 1913.....	\$600.00	
Des Plaines Valley Railway Co. Stock in March, 1913.....	10,000.00	10,600.00
		<hr/>
<b>Net increase.</b> .....		\$9,475.00
<b>Changes during the year in the company's holdings of Funded Debt were as follows:</b>		
<b>Increase—</b>		
Chicago & North Western Railway General Mortgage Gold Bonds of 1887, due from Trustee, viz.: In September, 1912.....	\$3,000.00	
In November, 1912.....	1,000,000.00	
In December, 1912.....	1,000.00	
In June, 1913.....	134,000.00	
	<hr/>	
Chicago & North Western Railway Equipment Trust Certificates in August, 1912.....	\$1,138,000.00	
	300,000.00	\$1,438,000.00
<b>Decrease—</b>		
Chicago Union Transfer Railway Co. Certificate in October, 1912.....	\$98,000.00	
Peoria & Pekin Union Railway Debentures in August, 1912.....	6,500.00	
	<hr/>	
		104,500.00
	<hr/>	
	\$1,333,500.00	\$1,333,500.00
		\$55,000.00
<b>Net increase.</b> .....		
10. Chicago & North Western Railway Sinking Fund Bonds of 1879, 6%, drawn for redemption in January, 1913.....		
Chicago & North Western Railway Sinking Fund Bonds of 1879, 5%, drawn for redemption, viz.: In January, 1913.....	\$80,000.00	
In June, 1913.....	5,000.00	
	<hr/>	
		85,000.00
	<hr/>	
		\$140,000.00

(Page 89.)

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or Steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

3. By an agreement dated October 1, 1912, The Pullman Company agrees to furnish the use of sufficient sleeping cars, tourist sleeping cars, and parlor cars, to meet the requirements of travel over this company's lines. The Pullman Company is to keep the cars in good order and repair, except in the case of damage due to negligence of the Railway Company or its employees, in which case the Railway Company shall make the repairs.

This Pullman Company collects the fares for the use of seats and berths, and furnishes all lubricating material, for drinking purposes, water, fuel, heat or steam for heating, oil and gas for lighting, and electric current for chairs and bathtubs, and cleans the outside of the cars.

This Company receives from The Pullman Company a portion of its gross earnings from the cars, dependent upon certain average gross earnings per car. 5. No contract with the Western Union Telegraph Co., all lines of road operated by this Company are afforded telegraph facilities; this Company having certain wires or rights to their use for the business of the Railway Company; commercial business being done by the Telegraph Company.

8. None except the contracts made with numerous telephone companies along this company's line of road for use in transacting its own business.

9. No other contracts of importance were entered into during the year.

## THE CHICAGO, ROCK ISLAND &amp; PACIFIC RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. The Chicago, Rock Island & Pacific Railway Company.

2. Date of organization. June 2, 1880.

3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Under the laws of states of Illinois and Iowa.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Chicago, Rock Island & Pacific Railway Company is a consolidated company, owning or operating property located in the states of Illinois, Iowa, Minnesota, South Dakota, Missouri, Kansas, Nebraska, Colorado, New Mexico, Oklahoma, Arkansas, Tennessee and Louisiana, by virtue of its articles of consolidation and purchased as hereinafter stated.

As a consolidated organization its constituent companies are as follows:

"1" The Rock Island & La Salle Railroad Company, created by special charter granted by the state of Illinois, February 27, 1847.

"2" The Chicago & Rock Island Railroad Company, successor to the Rock Island & La Salle Railroad Company by amendment to the charter of the former company February 7, 1851.

"3" On the first day of January, 1853, the Mississippi & Missouri Railroad Company was incorporated under the general laws of the state of Iowa, and the road constructed by it sold under foreclosure to the Chicago, Rock Island & Pacific Railroad Company, incorporated under the general laws of the state of Iowa on the 28th day of May, 1866.

"4" Peoria & Bureau Valley Railroad Company, a corporation of the state of Illinois, owning a line of railroad extending from Bureau Junction to Peoria, Ill., was on April 14, 1854, leased to Chicago & Rock Island Railroad Company in perpetuity.

"5" On the 20th day of August, 1866, the Chicago & Rock Island Railroad Company of Illinois and the Chicago, Rock Island & Pacific Railroad Company of Iowa, were consolidated by virtue of the general laws of the states of Illinois and Iowa, the consolidated company taking the name of the Chicago, Rock Island & Pacific Railroad Company.

"6" The Platte County & Fort Des Moines Railroad Company was incorporated by the legislature of Missouri on the fourth day of January, 1860; the name being changed by legislative act February 12, 1864, to Platte City & Fort Des Moines Railroad Company.

On the 30th day of July, 1867, the name of the Platte City & Fort Des Moines Railroad Company was by resolution of said company changed to Leavenworth & Des Moines Railroad Company. On the 3rd day of March, 1869, the name of the last mentioned company was changed by the legislature of the state of Missouri to the Chicago & South Western Railway Company, and on the 12th day of May, 1869, there was organized under the general incorporation laws of the state of Iowa a corporation of said state by the name of the Chicago & South Western Railway Company. On the 25th day of September, 1869, by virtue of the general laws of the states of Iowa and Missouri, the two last mentioned companies were consolidated into a corporation known as the Chicago & South-Western Railway Company.

"7" A mortgage covering the property of the Chicago & South-Western Railway Company in Iowa and Missouri was foreclosed subsequent to the above mentioned consolidations, and at the sale under said mortgage said property was sold to the Iowa Southern & Missouri Northern Railway Company, a corporation organized under the general laws of the state of Iowa on the 29th day of August, 1875.

"8" On the 25th day of November, 1870, there was organized under the general laws of the state of Missouri, a corporation known as the Atchison Branch of the Chicago & South-Western Railway Company and on September 29, 1879, was sold to the Iowa Southern & Missouri Northern Railroad Company.

"9" On the 1st day of April, 1869, there was incorporated under the general incorporation laws of the state of Iowa, a corporation known as the Des Moines, Indianola & Missouri Railroad Company, which constructed a line of railroad from Des Moines, in the state of Iowa, to Indianola, in said state.

"10" There was organized on Feb. 21, 1871, under the general incorporation laws of the state of Iowa, a corporation known as the Des Moines, Winterset & South-Western Railroad Company, which constructed a line of road from junction with said Des Moines, Indianola & Missouri Railroad to Winterset, in the state of Iowa, which two last mentioned railroads were conveyed to the said Iowa Southern & Missouri Northern Railroad Company.

"11" Keokuk & Des Moines Railway Company, a corporation of the state of Iowa, owning a line of railroad extending from Keokuk to Des Moines, Iowa, was on October 1st, 1878, leased to the Chicago, Rock Island & Pacific Railroad Company, for the balance of its charter period, i. e., until December 19th, 1923.

"12" On the 4th day of August, 1877, there was organized under the general laws of the state of Iowa the Newton & Monroe Railroad Company, which constructed a railway from Newton, in the state of Iowa, to Monroe, in said state, and on the 20th day of June, 1878, there was organized under the same laws the Atlantic & Audubon Railroad Company, which constructed a railroad from Atlantic, in said state, to Audubon, in said state, and on the 27th day of August, 1879, there was organized the Atlantic Southern Railroad Company, which constructed a railroad from said town of Atlantic to Griswold, in said state, and on the 27th day of October, 1879, there was organized under the said laws the Avoca, Macedonia & South Western Railroad Company, which constructed a railroad from Avoca, in said state, to Carson, in the same state.

"13" On the 2nd day of June, 1880, pursuant to the general laws of the states of Illinois and Iowa, articles of consolidation were entered into between the above mentioned Chicago, Rock Island & Pacific Railroad Company and Iowa Southern & Missouri Northern Railroad Company, the Newton & Monroe Railroad Company, the Atlantic Southern Railroad Company, the Avoca, Macedonia & South-Western Railroad Company and the Atlantic & Audubon Railroad Company, whereby was created the corporation known as The Chicago, Rock Island & Pacific Railway Co.

"14" On February 22, 1857, there was incorporated by act of the general assembly of the state of Missouri, the St. Joseph & Iowa Railroad Company, the charter of said company being amended by act of the general assembly approved March 16, 1866. The railroad constructed by this company in the state of Missouri has been conveyed to The Chicago, Rock Island & Pacific Railway Company.

"15" Under the general laws of the state of Iowa, the following named companies were organized on the dates named, respectively:

The Avoca, Harlan & Northern Railroad Company, organized on the 21st day of June, 1878 which constructed a railroad from Avoca, in the state of Iowa, to Harlan, in said state; and the Guthrie & North-Western Railroad Company, organized under the same laws on the 4th day of October, 1879, which constructed a railroad from Menlo, in the state of Iowa, to Guthrie Centre, in said state, Keosauqua and South Western Railway Company, organized under the same laws January 13, 1880, which constructed a line from Mt. Zion to Keosauqua, Iowa, which three roads have, since their construction, been purchased by the said The Chicago, Rock Island & Pacific Railway Company.

"16" On the 19th day of March, 1886, there was organized under the laws of the state of Kansas a corporation known as the Chicago, Kansas & Nebraska Railway Company, which company constructed a line of road from the Missouri River westward to Colorado Springs, in the state of Colorado, through the states of Kansas and Nebraska and southwestward through said state of Kansas, in to the Indian territory. The mortgage on the road so constructed has been foreclosed and the road has been purchased by The Chicago, Rock Island & Pacific Railway Company.

"17" On the 20th day of July, 1899, there was organized under the laws of the Territory of Oklahoma, a corporation known as the Enid & Tonkawa Railway Company, which company constructed a line of road from North Enid, in the Territory of Oklahoma, to Billings, in said territory, On December 22nd, 1899, the property was purchased by The Chicago, Rock Island & Pacific Railway Company, and is now a part of the system.

"18" On the 3rd day of January, 1900, The Guthrie & Kingfisher Railway Company was incorporated under the laws of the territory of Oklahoma, and constructed a line of railroad from Kingfisher to Cashion, Oklahoma Territory. The property was purchased by The Chicago, Rock Island & Pacific Railway Company, October 8, 1900.

"19" On the 14th day of July, 1899, the Gowrie & North-Western Railway Company was incorporated under the laws of the state of Iowa, and constructed a line of railroad from Gowrie to Sibley, Iowa. The property was purchased by The Chicago, Rock Island & Pacific Railway Company December 31, 1900.

"20" On June 11th, 1903, The Rock Island & Peoria Railway Company, a reorganization of the Peoria & Rock Island Railroad Company, made under the laws of Illinois, October 5, 1877, and having a line of railroad between Rock Island and Peoria, Illinois, with several branches, was sold to The Chicago, Rock Island & Pacific Railway Company.

"21" On June 15, 1903, The Burlington, Cedar Rapids & Northern Railway Company of Iowa incorporated under the laws of Iowa June 19, 1876, as successor to the Burlington, Cedar Rapids & Minnesota Railroad Company, having lines of railroad in Iowa, Minnesota and South Dakota, was sold to The Chicago, Rock Island & Pacific Railway Company.

"22" On March 9, 1901, the Enid & Anadarko Railway Company was incorporated under the laws of the territory of Oklahoma and constructed a line of railroad from Enid to Anadarko, Oklahoma, and from Lawton to Waurika, Oklahoma. This road was sold to The Chicago, Rock Island & Pacific Railway Company.

"23" The Searcy & Des Arc Railroad Co., organized under the laws of the state of Arkansas, June 29, 1899, was sold to The Chicago, Rock Island & Pacific Railway Company March 24, 1904.

"24" The Choctaw, Oklahoma & Gulf Railroad Company, a corporation authorized by Act of Congress, August 24, 1894, owning lines of railroad in the states of Oklahoma, Arkansas and Tennessee, was leased to the Chicago, Rock Island & Pacific Railway Company, March 24, 1904, for the period of 999 years.

"25" The Choctaw, Oklahoma & Gulf Railroad Co. was incorporated under the laws of the Territory of Oklahoma on May 15th, 1902. This organization was incorporated with power to build line in both the Indian and Oklahoma Territories, the name being changed to Choctaw, Oklahoma and Western Railroad Company. The property and franchises of the latter corporation were sold to The Chicago, Rock Island & Pacific Railway Company, March 24th, 1904.

"26" On November 1, 1889, the South St. Paul Belt Railroad Company was incorporated under the laws of the state of Minnesota. June 11, 1903, the road, property and franchises of this corporation were sold to the Minneapolis & St. Paul Terminal Transfer Company.

"27" May 20, 1902, the St. Paul Terminal & Transfer Co. was incorporated under the laws of the state of Minnesota, the articles of incorporation being amended May 6, 1903, changing the name of the corporation to the Minneapolis & St. Paul Terminal Transfer Company. The road, property and franchises of this corporation were sold to The Chicago, Rock Island & Pacific Railway Company March 25, 1904.

"28" On December 20, 1884, the St. Louis, Kansas City & Colorado Railroad Company was incorporated under the laws of the state of Kansas. Its line of railroad extends from St. Louis, Mo., to Strasburg, Mo.

The road, property and franchises of this corporation were sold to The Chicago, Rock Island & Pacific Railway Company January 1, 1905.

"29" December 23, 1902, the Kansas City Rock Island Railway Company was incorporated under the laws of the state of Missouri. Its line of railroad extends from Strasburg, Mo., to Leeds, Mo.

The road, property and franchises of this corporation were sold to The Chicago, Rock Island & Pacific Railway Company on January 1, 1905.

"30" December 18, 1900, The Chicago, Rock Island & El Paso Railway Co. was incorporated under the laws of the Territory of New Mexico. Its line of railroad extends from the Texas-New Mexico boundary line near the station of Bravo, Texas, to Santa Rosa, New Mexico, together with a branch line of railway extending from Tucumcari, New Mexico, eastwardly to the New Mexico-Texas boundary line.

The road, property and franchises of this corporation were sold to the Chicago, Rock Island & Pacific Railway Company on January 1, 1911.

"31" Rock Island, Arkansas & Louisiana Railroad Company, a consolidated corporation of the states of Arkansas and Louisiana, and owning and operating a railroad between Haskell, Ark., and Eunice, La., was leased to The Chicago, Rock Island & Pacific Railway Company, on January 31, 1906, for 999 years.

"32" October 6, 1911, Rock Island & Dardanelle Railway Company was incorporated under the laws of the state of Arkansas, for the purchase of a line of railway formerly the Dardanelle, Okl. & Southern Railway Company. The Rock Island & Dardanelle Railway Company was, on December 1, 1911, leased to The Chicago, Rock Island & Pacific Railway Company for 999 years.

(Page 5.)

#### DIRECTORS

Name	Post Office Address	Date of Expiration of Term
William H. Moore.....	New York.....	1913
H. U. Mudge.....	Chicago.....	1913
George G. McMurtry.....	New York.....	1913
James McLean.....	New York.....	1913
D. G. Reid.....	New York.....	1914
Edward S. Moore.....	Chicago.....	1914
Roberts Walker.....	New York.....	1914
John J. Mitchell.....	Chicago.....	1914
James H. Moore.....	Chicago.....	1915
F. L. Hine.....	New York.....	1915
Arthur Curtiss James.....	New York.....	1915
Ogden Mills.....	New York.....	1915
W. T. Graham.....	New York.....	1915

#### PRINCIPAL OFFICERS

Title	Name	Official Address
Chairman of the Board.....	D. G. Reid.....	New York
Chairman of the Executive Committee.....	W. H. Moore.....	New York
President.....	H. U. Mudge.....	Chicago
First Vice President.....	J. E. Gorman.....	Chicago
Second Vice President.....	A. C. Ridgway.....	Chicago
Third Vice President.....	John Sebastian.....	Chicago
Vice President.....	Edward S. Moore.....	Chicago
Vice Pres., Secy. and Treas.....	Geo. H. Crosby.....	Chicago
Vice President and General Counsel.....	F. C. Dillard.....	Chicago
Vice Pres., Secy. and Asst. Treas.....	J. J. Quinlan.....	New York
Assistant to President.....	H. M. Sloan.....	Chicago
Assistant to President.....	J. B. Berry.....	Chicago
Comptroller.....	Frank Nay.....	Chicago
General Auditor.....	W. H. Burns.....	Chicago
General Managers.....	W. N. Whinton.....	Des Moines, Ia.
	A. E. Sweet.....	Topeka, Kan.
	C. W. Jones.....	El Reno, Okla.
	T. H. Bencom.....	Des Moines, Ia.
Assistant General Managers.....	J. B. Smalley.....	Topeka, Kans.
	E. J. Easley.....	El Reno, Okla.
	C. A. Morse.....	Chicago
Chief Engineer.....	C. H. Hubbell.....	Chicago
Superintendent of Telegraph.....	H. Gower.....	Chicago
Freight Traffic Manager.....	L. M. Allen.....	Chicago
Passenger Traffic Manager.....	T. J. Newkirk.....	Chicago
Real Estate and Tax Agent.....		

Officer to whom correspondence concerning this report should be addressed. Name, Frank Nay; title, comptroller; address, Chicago.

(Page 7.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT

NAME Active Corporations	Control			Direct or In- direct	Other Parties to Agreement for Joint Control
	Sole or Joint	How Es- tab- lished	Ex- tent % of Stock		
Atchafson Union Depot & R. R. Co.	Joint	(A)	12½%	Direct	A. & N. Ry. Co., A. T. & S. F. Ry. Co., U. P. R. R. Co., C. B. & Q. Ry. Co., Mo. Pac. Ry. Co., St. L. & S. F. Ry. Co., St. L. & So. W. Ry. Co., St. L. I. M. & So. Ry. Co., Iron Range Belt R. R. Co., Pac. Co.
Arkansas & Memphis Ry. Bridge & Terminal Co.	"	"	33⅓%	"	"
Calumet Western Ry. Co.	"	"	25%	"	"
The Chicago, Rock Island & Gulf Ry. Co.	Sole	"	100%	"	"
The Belt Ry. Co. of Chicago.	Joint	"	4%	"	M. St. P. & S. S. M. Ry. Co., C. & O. Ry. of I., C. I. & L. Ry., C. & L. Ry., C. & E. I. R. R., G. T. Ry., C. B. & Q. R. R., Pa. Co., I. C. R. R., W. R. R. A. T. & S. F. Ry., C. & E. R. R.
Choctaw, Oklahoma & Gulf R. R. Co.	Sole	"	100%	"	"
Iowa Transfer Ry. Co.	Joint	"	20%	"	D. M. Western Ry., Des Moines Union Ry. Co., C. B. & Q. Ry. Co., C. G. W. Ry. Co.
Joliet Union Depot Co.	"	"	33⅓%	"	A. T. & S. F. Ry. Co., Chic. & A. R. R. Co.
Kankakee & Seneca R. R. Co.	"	"	50%	"	C. C. & St. L. Ry. Co., C. M. & St. P. Ry. Co., C. & A. R. R. Co.
Kansas City Terminal Ry. Co.	"	"	84%	"	A. T. & S. F. Ry. Co., U. P. R. R. Co., C. B. & Q. R. R., Mo. Pac. Ry. Co., Wab. R. R. Co., C. B. & Q. R. R., Mo. Pac. Ry. Co., St. L. & S. F. R. R. Co., M. K. & T. Ry. Co., K. C. Ry. Co., St. L. & S. F. R. R. Co., C. G. W. Ry. Co.
Keokuk & Des Moines Ry. Co.	Sole	"	50%	"	Various
Keokuk Union Depot Co.	Joint	"	20%	"	T. P. & W. Ry. Co., N. & W. Ry. Co., Wab. R. R. Co., C. B. & Q. Ry. Co.
Leavenworth Depot & R. R. Co.	"	"	16½%	"	Mo. Pac. Ry. Co., K. C. N. W. Ry. Co., L. T. & S. W. Ry. Co., L. K. & W. Ry. Co., U. P. R. R. Co.
Malvern & Camden Ry. Co.	Sole	"	100%	"	"
Minnesota Transfer Ry. Co.	Joint	"	10%	"	C. B. & Q. R. R. Co., C. G. W. Ry. Co., C. M. & St. P. Ry. Co., C. St. P. M. & O. Ry. Co., No. Pac. Ry. Co., Gt. Nor. Ry. Co., M. & St. L. R. R. Co., M. St. P. & S. S. M. Ry. Co., Cent. R. R. Co., L. I. M. & S. R. R. Co., St. L. & S. F. R. R. Co., L. & N. R. R. Co., B. & O. S. W. R. R. Co., M. K. & T. Ry. Co., Mo. Pac. Ry. Co., Wab. R. R. Co., Vandalia R. R. Co., C. P. & St. L. Ry. Co., C. C. & St. L. Ry. Co.
Missouri & Illinois Bridge & Belt R. R. Co.	"	"	94½%	"	"
Morris Terminal Ry. Co.	Sole	"	100%	"	C. & A. R. R. Co.
Peoria Railway Terminal Co.	Joint	"	50%	"	A. T. & S. F. Ry., C. & S. Ry. Co., D. & R. G. R. R. Co., Mo. Pac. Ry.
Pueblo Union Depot & R. R. Co.	Joint	"	20%	"	"
Rock Island, Arkansas & Louisiana R. R. Co.	Sole	"	100%	"	St. L. & S. F. R. R. Co.
Rock Island Frisco Terminal Ry. Co.	Joint	"	60%	"	"
Rock Island & Dardanelle Ry. Co.	Sole	"	100%	"	"
Rock Island, Stuttgart & Southern Ry. Co.	Sole	"	100%	"	"
St. Joseph Union Depot Co.	Joint	"	20%	"	A. & N. R. R. Co., C. B. & Q. R. R. Co., A. T. & S. F. Ry. Co., St. J. & G. I. R. Co., Mo. Pac. Ry. Co., C. G. W. Ry. Co.
St. Paul & Kansas City Short Line Railroad Co.	Sole	"	100%	"	"
St. Paul Union Depot Co.	Joint	"	11½%	"	C. M. & St. P. Ry. Co., C. St. P. M. & O. Ry. Co., C. G. W. Ry. Co., No. Pac. Ry. Co., Gt. Nor. Ry. Co., M. & St. L. R. R. Co., C. B. & Q. Ry. Co., M. St. P. & S. S. M. Ry. Co., M. K. & T. Ry. Co., Mo. Pac. Ry. Co., St. L. & S. F. R. R. Co., C. & A. R. R. Co., B. & O. S. W. R. R. Co., L. I. M. & S. R. R. Co., St. L. & S. F. R. R. Co., C. B. & Q. R. R. Co., Wab. R. R. Co., C. C. & St. L. R. R. Co., L. & N. R. R. Co., So. Ry. Co.
Terminal Railroad Association of St. Louis.	"	"	7½%	"	Co. Wash. R. R. Co., C. C. & St. L. R. R. Co., L. & N. R. R. Co., So. Ry. Co.
Union Terminal Railway Co.	"	"	25%	"	John Donovan-Estate of G. E. Swift.
Whitella Union Terminal Ry. Co.	"	"	23%	"	A. T. & S. F. Ry., St. L. & S. F. Pac. Ry. Co.

(Page 9.)

## TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT

NAME Inactive Corporations	Control				
	Sole or Joint	How Estab- lished	Extent (% of Stock)	Direct or In- direct	Other Par- ties to Agreement for Joint Control
Atchison, St. Joseph & Northern R. R. Co.	Sole	(A)	97%	Direct	Various
Atlantic & Audubon R. R. Co.	"	"	100%	"	None
Atlantic Southern R. R. Co.	"	"	"	"	"
Avoca, Harlan & Northern R. R. Co.	"	"	"	"	"
Avoca, Macedonia & Southwestern R. R. Co.	"	"	"	"	"
Burlington, Cedar Rapids & Northern Ry. Co.	"	"	"	"	"
Cambridge Eastern R. R. Co.	"	"	"	"	"
Cedar Rapids, Iowa Falls & Northwestern Ry. Co.	"	"	99.92%	"	Various
Cedar Rapids & Clinton Ry. Co.	"	"	100%	"	None
Cedar Rapids, Garner & Northwestern Ry. Co.	"	"	"	"	"
Chicago, Decorah & Minnesota Ry. Co.	"	"	"	"	"
Chicago, Kansas & Nebraska Ry. Co.	"	"	"	"	"
Chicago, Rock Island & Choctaw Ry. Co.	"	"	"	"	"
Chicago, Rock Island & El Paso Ry. Co.	"	"	"	"	"
Chillicothe & Des Moines City R. R. Co.	"	"	"	"	"
Choctaw & Chickasaw R. R. Co.	"	"	"	"	"
Choctaw & Memphis R. R. Co.	"	"	"	"	"
Choctaw, Oklahoma & Western R. R. Co.	"	"	"	"	"
Des Moines Iowa Falls, & Northern Ry. Co.	"	"	97%	"	Various
Enid & Anadarko Ry. Co.	"	"	100%	"	None
Enid & Tonkawa Ry. Co.	"	"	"	"	"
Ft. Leavenworth R. R. Co.	"	"	"	"	"
Gowrie & Northwestern Ry. Co.	"	"	"	"	"
Guthrie & Kingfisher Ry. Co.	"	"	"	"	"
Hazen & Northern R. R. Co.	"	"	"	"	"
Hot Springs R. R. Co.	"	"	"	"	"
Iowa City & Western Ry. Co.	"	"	"	"	"
Kansas City Rock Island Ry. Co.	"	"	"	"	"
Kansas City & Topeka Ry. Co.	"	"	"	"	"
Keosauqua & Southwestern Ry. Co.	"	"	"	"	"
Memphis R. R. Terminal Co.	Joint	"	10%	"	Various
Minneapolis & St. Paul Terminal Ry. Co.	Sole	"	100%	"	None
Newton & Monroe R. R. Co.	"	"	"	"	"
Peoria, Pekin & Jacksonville R. R. Co.	"	"	"	"	"
Peoria Terminal Ry. Co.	"	"	"	"	"
Preemption Eastern R. R. Co.	"	"	"	"	"
Rock Island & Peoria Ry. Co.	"	"	99%	"	Various
Rock Island & Mercer County R. R. Co.	"	"	100%	"	None
St. Louis, Kansas City & Colorado R. R. Co.	"	"	"	"	"
St. Louis, Rock Island Terminal Ry. Co.	"	"	"	"	"
South St. Paul Belt Ry. Co.	"	"	"	"	"
Searcy & Des Arc R. R. Co.	"	"	"	"	"
St. Joseph & Iowa R. R. Co.	"	"	"	"	"
St. Paul & Des Moines R. R. Co.	"	"	99.3%	"	Various
Tucumcari & Memphis Ry. Co.	"	"	100%	"	None
Waverly Short Line.	"	"	"	"	"
Western Oklahoma R. R. Co.	"	"	"	"	"
Wisconsin, Minnesota & Pacific Ry. Co.	"	"	"	"	"



(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 10, 1912.
2. Date of last closing of stock books before end of year for which this report is made. The stockbooks have not been closed since March 20, 1908. Number of stockholders returned in question 3 is as of June 30, 1913.
3. Total number of stockholders of record at the date required in answer to Question 2. 485.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1912? Yes.  
If control was so held, state:  
 (a) The form of control, whether sole or joint. Sole.  
 (b) The name of the controlling corporation or corporations. Chicago, Rock Island & Pacific Railroad Company of Iowa.  
 (c) The manner in which control was established. Through the right to exercise the major part of the voting power attached to the shares of stock.  
 (d) The extent of control. 95%.  
 (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports)  
 Name of Every Railway Company, the Operations of Which are Included in this Report  
 In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main Line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. The Chicago, Rock Island & Pacific Railway Company:				
A. Main line.....	Chicago, Ill.	M. P. 16, Blue Island.....	16.00	
	M. P. 16, Blue Island, Ill.	Rock Island, Ill.	166.00	
	Rock Island, Ill.	Council Bluffs, Ia.	318.37	
	Jct. U. P. R. at So. Omaha, Neb.	Kans.-Neb. Line No. of Mahaska, Kans.	124.23	
	Kans.-Neb. Line No. of Mahaska, Kans.	Phillipsburg, Kans.	115.16	

Phillipsburg, Kans.....	Col.-Kans. Line W. of Kanorado, Kans.....	157.75
Kans.....	Roswell, Col.....	185.52
Davenport, Ia.....	Ia.-Mo. Line So. of Lineville, Ia.....	192.59
Ia.-Mo. Line So. of Lineville, Ia.....	St. Joseph, Mo.....	119.93
Hickory St., St. Joseph, Mo.....	Winthrop, Mo.....	19.63
Altamont (Jct. Line to St. Joseph, Mo.).....	Leavenworth Jct. at Stillings, Mo.....	67.50
Egerton Jct., Mo.....	Ruskville Jct., Mo.....	24.45
Forsyth Jct., Mo.....	Leeds Jct., Mo.....	233.75
Jct. with C. R. I. & P.....	Jct. with Belt Line, Kansas City, Mo.....	296.17
Elwood, Kan.....	State Line So. of Caldwell, Kans.....	223.31
State Line So. of Caldwell, Kans.....	Div. of C. R. I. & P. at Red River Bridge.....	1.35
Horton Jct., Kan.....	N. W. H. B. of wye at Horton, Kans.....	267.13
Jct. line to Caldwell, Kans.....	M. P. 172 at Herington, Kans.....	55.63
M. P. 172 at Herington, Kans.....	State Line So. of Liberal, Kans.....	2.63
State Line So. of Liberal, Kans.....	State Line So. of Texhoma, Okla.....	88
U. P. Court at Armourdale, Kans.....	Kans.-Mo. State Line.....	224.91
Kans.-Mo. State Line.....	Div. of track Wyoming St., Kan. City, Mo.....	3.78
Burlington, Ia.....	Manley, Ia. So. of Gordonsville, State line So. of Gordonsville, Minn.....	66.41
Northwood, Ia.....	Minn.....	12.48
State Line So. of Gordonsville, Minn.....	Cornus Jct., C. M. & St. P. Ry.....	8.12
Rosemount Jct., Minn.....	Newport Jct., Minn.....	5.68
Inver Grove, Minn.....	West St. Paul, Minn.....	247.77
Jct. So. of Albert Lea, Minn.....	No. of C. M. & St. P. Ry. Crossing Waverly Jct., Ia.....	72.86
Waverly Jct., Ia.....	State Line E. of Ellsworth, Minn.....	109.72
Vinton, Ia.....	State Line E. of Ward, S. D.....	111.50
State Line E. of Ellsworth, Minn.....	Watertown, S. D.....	41.46
State Line E. of Ward, S. D.....	Sibley, Ia.....	7.43
Gowrie, Ia.....	State line So. of depot H. B. Stockyard, Herington, Kans.....	6.68
Herington, Kans. center of depot H. B. Stockyard, Herington, Kans.....	Santa Rosa, N. M.....	91.27
State line So. of Bravo, Tex.....	Tucumcari, N. M.....	3.09
State line West of Glenrio, Tex.....	So. Chicago and Irondale, Ill.....	21.67
Gresham, Ill.....	Blue Island, Ill. (suburban line).....	5.70
Peoria, Ill. (Bridge St.).....	Rock Island, Ill. (Jct. Main Line).....	4.50
Peoria, Ill.....	Iowa Jct., Ill.....	17.02
Milan, Ill.....	Sherrard, Ill.....	42.57
Preemption, Ill.....	Cable, Ill.....	6.40
Mt. Zion, Ia.....	Keosauqua, Ia.....	14.51
Newton, Ia.....	Monroe, Ia.....	
Des Moines, Ia.....	Winterset, Ia.....	
Summerset Jct., Ia.....	Indianola, Ia.....	
Menlo, Ia.....	Guthrie Center, Ia.....	

F. Branches and spurs.....

3,580.62

## ROAD OPERATED—ENTIRE LINE—Continued

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
	Atlantic, Ia.	Auburn, Ia.	25.24	
	Atlantic, Ia.	Griswold, Ia.	14.24	
	Avoca, Ia.	Harlan, Ia.	11.89	
	Avoca, Ia.	Carson, Ia.	17.73	
	Wilton, Ia.	Muscatine, Ia.	11.97	
	Washington, Ia.	Knoxville, Ia. (incl. Beacon cut-off)	79.45	
	Horton, Kans.	State Line E. of Du Bois, Neb.	37.11	
	State line East of Du Bois, Neb.	Jansen, Neb.	69.80	
	Fairbury, Neb.	Nelson, Neb.	51.60	
	McFarland, Kans.	Belleville, Kans.	103.19	
	Herington, Kans.	Salina, Kans.	48.36	
	Bucklin, Kans.	Dodge City, Kans.	26.57	
	North Enid, Okla.	Billings, Okla.	26.49	
	Kingfisher, Okla.	Cashion, Okla.	15.95	
	Chickasha, Okla.	Lindsay, Okla.	24.77	
	Chickasha, Okla.	Mangum, Okla.	97.76	
	El Reno Cut-off, Okla.		2.06	
	Enid, Okla.	Greenfield Jct., Okla.	67.59	
	Bridgeport, Okla., incl. wye.	Anadarko, Okla.	37.49	
	Anadarko, Okla.	Waurika, Okla.	77.02	
	Chandler, Okla.	Guthrie, Okla.	38.33	
	Main Line wye at Guthrie, Okla.		90	
	Lawton, Okla.	Chatanooch, Okla.	21.02	
	Linn Jct., Ia.	Decorah, Ia.	114.20	
	Postville Jct., Ia.	Postville, Ia.	3.20	
	Elmira, Ia.	Clinton, Ia.	69.35	
	Bennett, Ia.	Davenport, Ia.	29.92	
	Muscatine, Ia.	Montezuma, Ia.	87.31	
	Thornburg, Ia.	What Cheer, Ia.	5.13	
	Elmira, Ia., via Iowa City, Ia.	Iowa Jct., Ia.	20.91	
	Ellsworth, Minn.	State Line W. of Ellsworth, Minn.	2.20	
	State Line W. of Ellsworth, Minn.	State Line W. of Granite, Ia.	30.28	
	State Line W. of Granite, Ia.	Sioux Falls, S. D.	9.86	
	Lake Park, Ia.	State Line E. of Round Lake, Minn.	4.26	
	State Line E. of Round Lake, Minn.	Hardwick, Minn.	49.05	
	Worthington, Minn.	C. St. P. M. & O. Yard.	1.27	
	Trosky, Minn.	Jasper, Minn.	8.71	
	Dows, Ia.	Germania, Ia.	70.84	
	Garner, Ia.	Titonka, Ia.	24.70	
	Estherville, Ia.	State Line So. of Bredlyn, Minn.	50.76	

3. Peoria & Bureau Valley Railway Company.....	State Line So. of Bricelyn, Minn.....	Albert Lea, Minn.....	31.30
White & Black River Valley Railway Company.....	Coalgate, Okla.....	Lehigh, Okla.....	6.55
Choctaw, Oklahoma & Gulf Railroad Company.....	De Valls Bluff, Ark.....	Seary, Ark.....	37.69
	El Reno, Okla., passenger line wye	connection.....	.80
	El Reno, Okla., freight line wye	connection.....	.14
	Elvrette connection at St. Louis		1.46
	El Reno, Okla., Freight Belt Line		1.44
	R. I. S. & S. Ry. conn. at Mesa, A	rk.....	.21
	Bureau, Ill.....	Peoria, Ill.....	46.99
	Brinkley, Ark.....	Jacksonport, Ark.....	58.81
	Wville, Ark.....	Gregory, Ark.....	8.99
	Benton, Ark.....	Hot Springs, Ark.....	34.97
	Butterfield, Ark.....	Malvern, Ark.....	117.66
	Artimore, Ark.....	Artimore, Ark.....	126.41
	Tecumseh, Okla.....	Asher, Okla.....	106.30
	State Line No. of Amorita, Okla.....	State Line No. of Amorite, Okla.....	128.41
	Seary, Okla.....	Anthony, Kans.....	14.70
	Ingersoll, Okla.....	Alva, Okla.....	13.58
	Hopewell, Ark.....	State Line W. of Hartford, Ark.....	282.92
	State Line W. of Hartford, Ark.....	State Line W. of Texola, Okla.....	365.18
	Hastells, Ark.....	H. B. Tusman, Ark.....	48.08
	H. B. Tusman, Ark.....	El Dorado, Ark.....	36.56
	Main Line Wye.....	El Dorado, Ark.....	55.37
	Alexandria, La.....	Emery, La.....	16.57
	El Dorado, Ark.....	Ark-La. State Line at Junction City	92.36
	Ark-La. State Line at Jct'n City	Packton, La.....	43.37
	H. B. Tusman, Ark.....	Crossett, Ark.....	21.97
	Riddle, Ark.....	Benton, Ark.....	13.93
	Dardanelle, Ark.....	Ola, Ark.....	162.31
Rock Island & Dardanelle Ry. Co.....	Keokuk, Ia.....	Des Moines, Ia.....	8.13
4. Keokuk & Des Moines Railway Company.....	Newport, Minn.....	St. Paul, Minn.....	79
5. Chicago, Milwaukee & St. Paul Railway Company.....	At St. Paul.....	Minneapolis, Minn.....	10.12
Chicago, Burlington & Quincy Railway Company.....	St. Paul, Minn.....	Rosemont, Minn.....	27.07
Chicago, Milwaukee & St. Paul Railway Company.....	Cornus Jet, Minn.....	Northwood, Ia.....	11.33
Chicago, Milwaukee & St. Paul Railway Company.....	Mainly Jet, Ia.....	Peoria, Ill. (Union depot)	2.20
Iowa Central Railway Company.....	Council Bluffs, Ia.....	State Line E. of Omaha, Neb.....	4.90
Peoria & Pekin Union Railway Company.....	State Line E. of Omaha, Neb.....	State Line at Kansas City.....	4.50
Union Pacific Railroad Company.....	Kansas City, Mo.....	North Topeka, Kans.....	66.85
	State Line at Kansas City.....	Denver, Colo.....	89.78
	Limon, Colo.....	Kansas City, Mo.....	54.30
Chicago, Burlington & Quincy Railway Company.....	Cameron Jet, Mo.....	Rushville, Mo.....	45.76
	Harlem, Mo.....	Union Depot.....	.60
St. Joseph & Grand Island Railway Company.....	Burlington, Ia., M. P. O.....	State Line W. of St. Joseph, Mo.....	.15
	St. Joe Jet with C. R. I. & P.....	Elwood, Kans., Jet with C.R.I.&P.....	.21
	State Line W. of St. Joseph, Mo.....		

1,788.26

1,421.00  
162.31

## ROAD OPERATED—ENTIRE LINE—Continued

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Atchisno Bridge Company.....	Winthrop, Mo.....	Mo.-Kans. State Line.....	.20	
Leavenworth Terminal Railway & Bridge Company.....	Mo.-Kans. State Line.....	Atchison, Kans.....	.18	
Wabash Railroad Company.....	Stillings, Mo.....	Mo.-Kans. State Line.....	.76	
*Kansas City Terminal Ry.....	Mo.-Kans. State Line.....	Leavenworth, Kans.....	.34	
St. Louis & San Francisco Railroad Company.....	Union Station, St. Louis, Mo.....	Forsyth Jct., Mo.....	4.55	
	Jct. with Kan. City Term. Ry.....	Jct. with St. L. & S. F. R. R.....	5.61	
	Leeds Jct., Mo.....	Jct. with C. R. I. & P. Ry.....	2.55	
	Jct. with St. Louis & S. F. R. R.....	Union Depot, Kansas City, Mo.....	1.89	
	Mem. Un. Dep. conn. I. C. R. R.....	Conn. with K. C. M. R. & B. Co.....	.31	
	Marion, Ark.....	Hulbert, Ark.....	7.05	
	At Chandler, Okla.....		.07	
Des Moines & Fort Dodge Railroad Company.....	Des Moines, Ia.....	Gowrie, Ia.....	66.63	
Keokuk Union Depot Company.....	Union Depot at Keokuk, Ia.....		.09	
Denver & Rio Grande Railroad Company.....	Denver, Colo.....	Pueblo, Colo.....	119.60	
Atchisno, Topeka & Santa Fe Railway Company.....	At Lindsay, Okla.....		1.51	
	Cashion, Okla.....	Guthrie, Okla.....	18.00	
	Atchison, Kans., Terminals.....		1.38	
Kansas Southwestern Railway Company.....	At Winthrop, Mo.....		.06	
Louisiana & Arkansas Railway Company.....	Anthony, Kans.....	Caldwell, Kans.....	25.70	
Louisiana Railway & Navigation Company.....	Packton, La.....	Pineville, La.....	35.20	
	Pineville, La.....	Conn. with L. R. & N. Co. So. of Alexandria, La., depot.....	2.69	
#Illinois Central R. Co.....	Memphis Union Depot.....	Conn. with St. L. & S. F. R. R.....	.31	
#Kansas City, Memphis Ry. & Bridge Co.....	Conn. with St. L. & S. F. R. R.....	State Line W. of Memphis.....	.82	
#Kansas City, Memphis Ry. & Bridge Co.....	State Line W. of Memphis.....	Conn. with C. R. I. & P. at Bridge Siding.....	1.73	
Total mileage operated.....				620.34
				7,572.53

\*Successors to Kansas City Belt Railway.  
 #Reported last year under St. L. & S. F. R. R. in error.

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA  
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles for of Line for Each Class of Roads Named
	From	To	
1. A. Chicago, Rock Island & Pacific Railway.....	State line south of Gordonsville. Rosemount..... Inver Grove..... Junction south of Albert Lea..... State line east of Ellsworth.....	Comus Junction. Newport..... West St. Paul..... North of C. M. & St. P. crossing. State line east of Ward.....	66.41 12.48 8.12 8.70 55.34
1. B. Chicago, Rock Island & Pacific Railway.....	State line south of Bricelyn. State line east of Round Lake..... Trook..... Ellsworth..... Worthington.....	Albert Lea..... Hardwick..... Jasper..... State line east of Ellsworth..... C. St. P. M. & O. yard.....	31.30 49.06 8.71 2.20 1.27
5. Chicago, Milwaukee & St. Paul Ry. Co.....	Comus Junction. End of C. B. & Q. R. R. track at lower yard..... St. Paul.....	Rosemount..... St. Paul..... Minneapolis.....	27.07 .90 10.91
Chicago, Burlington & Quincy R. R. Co.....	Newport end of C. B. & Q. R. R. track at lower yard.....	St. Paul.....	7.23
Total mileage operated.....			46.11
			281.70

143.05

92.54

46.11

281.70

(Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY

## A. Auxiliary (or Outside) Operations

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Dining car service.....	Catering.....	Owned.....	Illinois, Iowa, Missouri, Minnesota, Kansas, Nebraska, Colorado, Oklahoma, Arkansas, New Mex- ico.

## B. Miscellaneous Investments—Physical Property

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	INVESTMENT
Real estate in Minneapolis.....	.....	Minnesota.....	\$1.00
Coal lands in Las Animas County.....	.....	Colorado.....	1.00
Land in Minnesota.....	.....	Minnesota.....	1.00
Real estate near Little Rock.....	.....	Arkansas.....	208.33
Fruit terminal at Chicago.....	.....	Illinois.....	768,429.82
Material loaned.....	.....	Various.....	415,116.73
Real estate near Forsyth Junction.....	.....	Missouri.....	353,664.18
<b>Total.....</b>	.....	.....	<b>\$1,745,544.01</b>



(Page 19)  
ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT

NAME OF OWNING COMPANY	MILES OF LINE	LEASE OR AGREEMENT			
		Date	Term		Concise Summary of Provisions
			From	To	
Choctaw, Oklahoma & Gulf R. R. Co.....	967.39	Mar. 24, 1904	Mar. 24, 1904	Mar. 24, 2903	Payment of all taxes and interest on outstanding obligations.
Keokuk & Des Moines Ry. Co.....	162.31	May 14, 1878	Oct. 1, 1878	Dec. 19, 1923	25% of gross earnings with minimum of \$137,500.00 per year.
White & Black River Valley Ry. Co.....	62.30	June 30, 1900	July 1, 1900	July 1, 1980	Interest on outstanding obligations and all taxes and assessments.
Rock Island, Arkansas & Louisiana R. R. Co.	330.39	Jan. 31, 1906	Jan. 31, 1906	Jan. 31, 2905	Payment of all amounts necessary to keep up corporate existence of lessor taxes and assessments, rentals and interest; but lessee is relieved of any accounting for net earnings so long as it remains sole owner of issued and outstanding capital stock (except directors' shares) of lessor.
Peoria & Bureau Valley R. R. Co.....	46.99	Apr. 14, 1854	Perpetual		\$125,000 per year and taxes, assessments, etc.
Rock Island & Dardanelle Ry. Co.....	13.93	Dec. 1, 1911	Dec. 1, 1911	Dec. 1, 2910	Payments of amounts necessary to keep up corporate existence of lessor, interest on outstanding obligations taxes and assessments.

(Page 83)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of Respondents Securities. 11. All other important financial changes.

## 7. The funded debt has changed during the year as follows:

First and Refunding Mortgage Gold Bonds:	
Issued August 23, 1912.....	\$1,494,000.00
Issued March 10, 1913.....	1,000,000.00
Issued April 1, 1913.....	2,500,000.00
<b>Total increase—</b>	<b>\$4,994,000.00</b>
<b>Decrease—Retired—</b>	<b>5,100,000.00</b>
<b>Equipment Gold Notes Series "G" issued July 1, 1912.</b>	<b>\$10,094,000.00</b>

Gold Bonds of 1902.....	Amount	Date	Amount
Equipmt. Gold Notes "A".....	\$325,000.00	May 1, 1913	\$1,494,000.00
Equipmt. Notes Series "B".....	60,000.00	Feb. 1, 1913	650,000.00
Equipmt. Gold Bonds, Series "C".....	60,000.00	April 15, 1913	120,000.00
Equipmt. Gold Bonds, Series "D".....	252,000.00	May 1, 1913	530,000.00
Equipmt. Gold Notes, Series "E".....	225,000.00	May 1, 1913	450,000.00
Equipmt. Gold Notes, Series "F".....	3,000.00	Jan. 1, 1913	10,000.00
Equipmt. Gold Notes, Series "G".....	12,000.00	Feb. 1, 1913	24,000.00
		Jan. 1, 1913	170,000.00
<b>Total decrease.....</b>			<b>3,418,000.00</b>
<b>Net increase.....</b>			<b>\$6,640,000.00</b>

## 8. All changes in respondent's holdings of stocks and funded debt:

## STOCKS

<b>Increase—</b>	
Calumet Western Ry., Jan. 13, 1913.....	\$700.00
St. Paul & Des Moines Ry. Co., Nov. 4, 1912.....	2,800.00
Denn Union Terminal Ry. Co., Jan. 6, 1913.....	200.00
Rock Island, Sturgart & So. Ry. Co., March 4, 1913.....	44,000.00
The Bait Ry. Co. of Chicago, Dec. 18, 1912.....	240,000.00
The Chicago, Rock Island & Gulf Ry., Dec. 31, 1912.....	72,000.00
<b>Total increase.....</b>	<b>\$359,700.00</b>
<b>Decrease—</b>	
Dering Coal Co., July 19, 1912.....	\$1,700,000.00
Chicago Union Transfer Ry. Co., Preferred, Dec. 12, 1912.....	40,000.00
Chicago Union Transfer Ry. Co., Common, Dec. 12, 1912.....	40,000.00
Oaklacon & Buxton Electric Ry. Co., June 12, 1913.....	200.00
<b>Total decrease.....</b>	<b>1,780,200.00</b>
<b>Net decrease.....</b>	<b>\$1,420,500.00</b>

## FUNDED DEBT

<b>Increases—</b>		
Trinity & Brazos Valley Ry. Co., Certificates of Indebtedness, Nov. 20, 1912.....	\$490,035.18	
Peoria Ry. Terminal Co., 1st Mortgage, Nov. 26, 1912, Dec. 24, 1912, May 31, 1913, and June 30, 1913.....	103,000.00	
The Chicago, Rock Island & Pacific Ry. Co., 1st and Refunding Mortgage, (Aug. 23, 1912, \$1,494,000; March 10, 1913; \$1,000,000, April 1, 1913, \$2,500,000).....	4,904,000.00	
Chicago, Peoria & St. Louis Ry. Co., General and Refunding Mortgage Bond, June 30, 1913.....	1,000.00	
The C. R. I. & P. Ry., Equipment Notes, Series "G," July 31, 1912.....	340,000.00	
The C. R. I. & P. Ry., 1st Mortgage Bonds, Amarillo Division, Dec. 31, 1912.....	1,193,000.00	
<b>Total increase.....</b>	<b>\$7,121,035.18</b>	
<b>Decreases—</b>		
Atchison Union Depot & R. R. Co., April 12, 1913.....	\$500.00	
Rock Island Improvement Co., Equipment, Series "A," July 1, 1912, and Jan. 1, 1913.....	440,000.00	
Rock Island Improvement Co., Equipment, Series "B," Nov. 1, 1912, and May 1, 1913.....	450,000.00	
The Chicago, Rock Island & Gulf Ry. Co., Equipment, Series "A," Oct. 1, 1912, and April 1, 1913.....	123,350.06	
Chicago Transfer & Clearing Co., Oct. 3, 1912.....	98,000.00	
The C. R. I. & P. Ry. Co., Gold Bonds, 1902, May 1, 1913.....	398,000.00	
The C. R. I. & P. Ry. Co., Equipment Notes, Aug. 1, Oct. 1, Nov. 1, 1912, and Feb. 1 and April 15, 1913.....	120,000.00	
Bridgeport Safety Emery Wheel Co., April 12, 1913.....	4.00	
Crawford County Mining Co., July 18, Aug. 15, Nov. 19, 1912, and Jan. 30, Feb. 1, March 19, May 13 and May 19, 1913.....	40,000.00	
Dering Coal Co., July 19, 1912.....	450,000.00	
<b>Total decrease.....</b>	<b>2,119,854.06</b>	
<b>Net increase.....</b>	<b>\$5,001,181.12</b>	

9. Union Terminal Ry. Co. increased \$31,250.00, July 31, 1912, \$15,625.00 and January 31, 1913, \$15,625.00.  
 Arkansas & Memphis Ry. Bridge & Terminal Co. increased \$9,000.00 Oct. 31, 1912. The above represents annual payments for stock acquired prior to current year.  
 Memphis R. R. Terminal Co. increased \$1,284.94, Dec. 31, 1912, \$1,000 and February 28, 1913, \$284.94, which represents preliminary expenses in connection with Memphis Terminal property.

## (Page 89.) CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

8. Local arrangements at varying rates.

## CHICAGO, ST. PAUL, MINNEAPOLIS &amp; OMAHA RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Chicago, St. Paul, Minneapolis & Omaha Railway Company.

2. Date of organization. May 25, 1880; by consolidation.

3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Organized under laws of Wisconsin by consolidation. For constituent companies see answer to question 4. Power to own and operate railroads in Minnesota, see Chapter 219-228 and 362, Special Laws of Minnesota, 1881. Same power in Nebraska, Chapter 106, Laws of Nebraska, 1879. Same power in Iowa, Chapter 119, Laws of Iowa, 1882. Same power in South Dakota, Section 450, Dakota Code.

4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same. This company was formed by the consolidation of the Chicago, St. Paul & Minneapolis and the North Wisconsin Railway Companies. The former was organized under Chapter 119 of the General Laws of Wisconsin, 1872, as amended by Chapter 144, General Laws of 1877. The latter was organized under Chapter 73, revised statutes of Wisconsin, 1858.

5. Date and authority for each consolidation. May 25, 1880, chapter 260, laws of Wisconsin, 1880, amending section 1833, chapter 87, revised statutes of Wisconsin, 1878.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Wm. K. Vanderbilt.....	New York, N. Y.....	October, 1913
William K. Vanderbilt, Jr.....	New York, N. Y.....	October, 1913
F. W. Vanderbilt.....	New York, N. Y.....	October, 1913
Wm. A. Gardner.....	Chicago, Ill.....	October, 1913
Marvin Hughitt.....	Chicago, Ill.....	October, 1914
Byron L. Smith.....	Chicago, Ill.....	October, 1914
C. M. Depew.....	New York, N. Y.....	October, 1914
D. P. Kimball.....	Boston, Mass.....	October, 1914
Zenas Crane.....	Dalton, Mass.....	October, 1914
Oliver Ames.....	Boston, Mass.....	October, 1915
Jas. T. Clark.....	St. Paul, Minn.....	October, 1915
Samuel A. Lynde.....	New York, N. Y.....	October, 1915
J. D. Caldwell.....	Chicago, Ill.....	October, 1915

## PRINCIPAL OFFICERS

Title	Name	Official Address
Chairman of the Board.....	Marvin Hughitt.....	Chicago, Ill.
President.....	Wm. A. Gardner.....	Chicago, Ill.
Vice-President and Asst. Sec'y.....	S. A. Lynde.....	New York, N. Y.
Second Vice President.....	J. T. Clark.....	St. Paul, Minn.
Secretary.....	T. A. Polleys.....	Hudson, Wis.
Treasurer and Asst. Sec'y.....	M. B. Van Zandt.....	New York, N. Y.
General Solicitor.....	J. B. Sheehan.....	St. Paul, Minn.
Comptroller.....	L. A. Robinson.....	Chicago, Ill.
General Auditor.....	Chas. Jensch.....	St. Paul, Minn.
General Manager.....	A. W. Trenholm.....	St. Paul, Minn.
Chief Engineer.....	C. W. Johnson.....	St. Paul, Minn.
General Superintendent.....	F. R. Pechin.....	St. Paul, Minn.
Traffic Manager (Freight).....	H. M. Pearce.....	St. Paul, Minn.
General Freight Agent.....	E. B. Ober.....	St. Paul, Minn.
General Passenger Agent.....	G. H. MacRae.....	St. Paul, Minn.
General Ticket Agent.....	G. W. Bell.....	Hudson, Wis.
Land Commissioner.....	G. W. Bell.....	Hudson, Wis.

Officer to whom correspondence concerning this report should be addressed. Name, L. A. Robinson; title, comptroller; address, 226 W. Jackson Boulevard, Chicago.

(Page 7.)

## TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT

NAME Active Corporations	Control					Other Parties to Agreement for Joint Control
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect, Name of Intermediate Through which Con- trol is Established	
Lake Superior Terminal and Transfer Railway Co.	Joint	Stock Ownership	1-6%	Direct		{ Eastern Ry. of Minn. (Great Northern Ry.) Great Northern Ry., Northern Pacific Ry., St. Paul & Duluth, (Nor. Pac. Ry.) Dul. (So. Shore Ry.) Dul. Great Northern Ry., C. B. & Q. R. R. C. G. W. Ry. C. M. & St. P. Ry. C. R. I. & P. Ry. M. & St. L. R. R. M. St. P. & S. Ste. M. Ry. Northern Pacific Ry.
Minnesota Transfer Railway Company	"	"	1-9%	"		{ C. M. & St. P. Ry. C. B. & Q. R. R. C. G. W. Ry. C. M. & St. P. Ry. C. R. I. & P. Ry. Great Nor. Ry. M. & St. L. R. R. M. St. P. & S. Ste. M. Ry. Northern Pacific Ry.
Minneapolis Eastern Railway Company	"	"	1-2%	"		{ C. & N. W. Ry.
St. Paul Union Depot Company	"	"	1-9%	"		
Sioux City Bridge Company	"	"	1-2%	"		

(Page 9.)

## TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME  Inactive corporations	Control					
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect, Name of Intermediary Through which Control is Established	Other Parties to Agreement for Joint Control
St. Paul & Sioux City Railroad Company.....					The St. P. & S. C. R. R. was incorporated to, and did in part, build a line of railroad from St. Paul in a south-westerly direction to the north line of the State of Iowa. By an act, approved February 11, 1881, entitled, "An Act to authorize the Chicago, St. Paul, Minneapolis & Omaha Railway Company to purchase and own and operate the St. Paul & Sioux City Railroad and its Proprietary or Connecting Roads and to issue Stock and Bonds thereon," the C. St. P. M. & O. Ry. Co. purchased and in the same year took possession of all the railway and property rights, privileges and franchises of that company, except its franchise to be a corporation, and by that purchase the C. St. P. M. & O. Ry. acquired all the stock of that corporation nearly all of which has been retired: and that corporation is kept alive by the C. St. P. M. & O. Ry. Co. solely and only for the purpose of adjusting some of its unsettled business of a trivial nature.	

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. **October 18, 1912.**
2. Date of last closing of stock books before end of year for which **this report is made. September 16, 1913.**
3. Total number of stockholders of record at the date required in **answer to question 2. 1,092.**
4. Has each share of stock one vote? **Yes.**
5. Has any issue of securities contingent voting rights? **No.**
6. Has any issue of securities special privileges in the election of directors? **No.**
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? **No. The Chicago & North Western Railway Company, however, owns by purchase 50.04 per cent of the capital stock.**
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913. **No.**

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other than Switching and Terminal) Making Operating Reports.)  
 Name of Every Railway Company the Operations of Which are Included in this Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:

A. Main Line.

B. Branches and spurs.

2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.

3. Line operated under lease for specified sum.

4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Chicago, St. Paul, Minneapolis & Omaha Railway:				
A. Main Line.....	Elroy.....	St. Paul.....	193.27	
	Hudson.....	Ellsworth.....	24.82	
	Stillwater Jct.....	Stillwater.....	3.30	
	St. Croix Drawbridge.....	Stillwater Switch.....	4.55	
	Merrillan.....	Marshfield.....	38.67	
	Eau Claire.....	West of West Eau Claire.....	2.80	
	West Eau Claire.....	Shaws Mill.....	2.74	
	Menomonic Jct.....	Menomonic.....	3.01	
	Fairchild.....	Mondovi.....	36.75	
	Emerald.....	Weston.....	36.27	
	Northline.....	Bayfield.....	177.51	
	Ashland Jct.....	Ashland.....	4.38	
	Ashland Shore Line.....	Ashland.....	1.31	
	Eau Claire.....	Spooner.....	81.51	
	Trago.....	Duluth.....	71.70	
	Tuscola.....	Kaiser.....	70.26	
	Chippewa Falls.....	Yellow River.....	49.28	
	St. Paul.....	Le Mars.....	239.39	
	Cliff.....	St. Paul Jct.....	.51	
	Lake Crystal.....	Elmore.....	43.69	
	Madelia.....	Farmont.....	29.38	
	Bingham Lake.....	Currie.....	38.63	
	Heron Lake.....	Pipestone.....	55.10	
	Trent.....	Mitchell.....	130.73	
	Laverne.....	Doon.....	28.00	

## ROAD OPERATED—ENTIRE LINE—Continued

NAME	TERMINI		Miles of Line for Each Road Named
	From	To	
5. Lines operated under trackage rights: St. Louis River Bridge Co. (N. P. Ry.) Great Northern Railway Minneapolis & St. Louis Railroad Chicago, Milwaukee & St. Paul Railway Illinois Central Railroad Sioux City Bridge Company Chicago & North Western Railway Union Pacific Railroad	Missouri River.....	Omaha.....	123.06
	Coburn.....	Wynot.....	45.39
	Emerson.....	Norfolk.....	46.32
	Wakefield.....	Crofton.....	49.14
	Wayne.....	Bloomfield.....	43.14
	Superior.....	Rices Point.....	1.59
	St. Paul.....	Minneapolis.....	11.40
	Minneapolis.....	Merriam.....	27.00
	St. Paul.....	Mendota.....	2.10
	Cliff.....	St. Paul Jct.....	.51
	Le Mars.....	Sioux City.....	25.20
	Bridge across Missouri River and tracks at Sioux City.....	Sioux City.....	3.90
	Sioux City.....	Sioux City Bridge Co.'s Track.....	.50
	Norfolk, Neb.....	.....	.18
Total mileage operated.....			72.38
			1,674.71
			1,747.09

(Page 15.)

## (1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line Included in Preceding Table
	From	To		
(1) Jointly owned: Chicago, St. Paul, Minneapolis & Omaha Railway and Chicago, Milwaukee & St. Paul Railway	St. Paul.....	Mendota.....	4.20	
Chicago, St. Paul, Minneapolis & Omaha Railway Company and Union Pacific Railway Company	Cliff.....	St. Paul Jct.....	1.02	
	Norfolk, Neb.....	.....	.37	
				5.59



(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA  
(For Companies (Other than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Main Line.....	Wis. State Line..... Stillwater Junction..... St. Croix Dr. Br..... Rices Point..... St. Paul..... Cliff..... Lake Crystal..... Madelia..... Bingham Lake..... Heron Lake..... Trent..... Luverne.....	St. Paul..... Stillwater..... Stillwater Switch..... Duluth..... Iowa State Line..... St. Paul Junction..... Elmore..... Fairmont..... Currie..... Pipestone..... 55.10 42.53 10.56	17.64 3.30 4.55 2.60 183.23 .51 43.69 29.38 38.63 55.10 42.53 10.56	431.72
5. Lines operated under trackage rights Great Northern Railway..... Minneapolis & St. Louis Railroad..... Northern Pacific Railway..... Chicago, Milwaukee & St. Paul Railway.....	St. Paul..... Minneapolis..... St. Louis R. Br..... St. Paul..... Cliff.....	Minneapolis..... Merriam..... Rice's Point..... Mendota..... St. Paul Jet.....	11.40 27.00 .31 2.10 .51	
Total mileage operated.....				473.04

## (1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line Included in Preceding Table
	From	To		
1. Jointly owned. C. St. P. M. & O. Ry..... and C. M. & St. P. Ry.....	St. Paul..... Cliff.....	Mendota..... St. Paul Junction.....	4.20 1.02	5.22

(Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.  
A. Auxiliary (or Outside) Operations

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Chicago, St. Paul, Minneapolis & Omaha Railway Co.	Dining and special car service....	Owned.....	Wisconsin, Minnesota and Iowa.
	Parlor and chair car service.....	Owned.....	Wisconsin, Minnesota and Iowa.
	Hotels and restaurants.....	Owned.....	Wisconsin.

B. Miscellaneous Investments—Physical Property

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	INVESTMENT
Land grants.....	.....	Wisconsin.....	None
Town lots.....	.....	Nebraska.....	None
Material loaned logging and industrial companies.....	.....	Wisconsin.....	\$169,229.34
Total.....	.....	.....	\$169,229.34

(Page 82.)

EXPLANATORY REMARKS

Consolidated Mortgage 6% bonds issued in exchange for Chicago, St. Paul & Minneapolis Railway and North Wisconsin Railway First Mortgage Bonds.  
Issued in exchange for  
C. St. P. & M. Ry.  
Bonds

MONTH	Bonds	Total
July, 1912.....	\$1,000.00	\$1,000.00
October, 1912.....	7,000.00	7,000.00
November, 1912.....	6,000.00	6,000.00
December, 1912.....	32,000.00	32,000.00
February, 1913.....	13,000.00	13,000.00
March, 1913.....	36,000.00	36,000.00
May, 1913.....	16,000.00	16,000.00
Total.....	\$111,000.00	\$31,000.00
		\$31,000.00
		\$112,000.00

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stock issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. Other important financial changes.

7. Debenture Gold Bonds of 1930 to the amount of \$2,500,000.00 were issued for additions and improvements to property and for additional equipment. These were sold May 4, 1913.

8. Consolidated First 6% Bonds to the amount of \$142,000.00 were issued in exchange for Chicago, St. Paul & Minneapolis Railway First Mortgage Bonds, amounting to \$111,000.00 and North Wisconsin Railway First Mortgage Bonds amounting to \$31,000.00, as shown in detail on page 82. During the month of June, 1913, the company sold \$4,000.00 in First Mortgage 4% Bonds of the Minneapolis Transfer Railway and during August, 1913, it received \$6,000.00 and during November, 1912, \$4,200.00 in capital stock of the Lake Superior Terminal and Transfer Railway, to reimburse the company for advances made those companies for construction and improvements.

(Page 89.)

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz: 1. Express companies. 2. Mail companies. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

3. Effective October 1, 1912, a new contract was entered into with the Pullman Company covering the handling of sleeping cars over this line. By this contract the railway company receives no compensation on cars whose average earnings are \$7,250.00 per annum up to \$8,750.00 and one-half of the earnings above \$8,750.00 per annum. From October 1, 1912, to October 1, 1915, the railway company will receive one-half such amounts.

5. None, except the many arrangements of the ordinary character for use of joint facilities, for switching, etc.

8. None, except the contracts made with the numerous telephone companies along this company's line of road for use in transacting its own business.

9. No other contracts of importance affecting transportation were entered into during the year.

### DUBUQUE & SIOUX CITY RAILROAD COMPANY

Operated under lease by the Illinois Central R. R. Co.

(Page 3.)

#### HISTORY

1. Exact name of common carrier making this report. Dubuque & Sioux City Railroad Company.

2. Date of organization. August 13, 1860.

3, 4 and 5. Under laws of what government, state or territory organized? If more than one name all. Give reference to each statute and all amendments thereof. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Date and Authority for each consolidation.

**Dubuque & Sioux City Railroad Company**—The Dubuque & Pacific Railroad Company was chartered November 24, 1856, section 43, code of Iowa, 1851, approved February 2, 1851, amended April 2, 1860. After 80 miles of the road had been completed, it was sold under foreclosure, August 21, 1860. The present company was organized August 13, 1860. The road as completed extended from Dubuque to Iowa Falls, 142.89 miles.

**Cedar Falls & Minnesota Railroad Company**—Incorporated April 16, 1858, section 43, code of Iowa, 1851 amended in February, 1864, August, 1868, and April, 1895. Road was sold under foreclosure June 1, 1896 and afterwards acquired by the Dubuque & Sioux City Railroad Company.

**Iowa Falls & Sioux City Railroad Company**—Organized October 1, 1867, section 43, code of Iowa, 1851, approved February 2, 1851, amended April 2, 1860. This road extends from Iowa Falls to Sioux City, 183.69 miles, and was conveyed to the Dubuque & Sioux City Railroad Company October 23, 1888. Approved by the stockholders of both companies October 3, 1888.

**Cherokee & Dakota Railroad Company**—Incorporated July 5, 1887, laws of Iowa. This road extending from Cherokee to Onawa, 59.10 miles, and from Cherokee to Sioux Falls, S. D., 96.48 miles, was conveyed to the Dubuque & Sioux City Railroad Company October 28, 1888. Approved by the stockholders of both companies October 3, 1888.

**Cedar Rapids and Chicago Railroad Company**—Incorporated June 28, 1886, laws of Iowa. This road, extending from Manchester to Cedar Rapids, 41.85 miles, was conveyed to the Dubuque & Sioux City Railroad Company October 28, 1888. Approved by the stockholders of both companies October 3, 1888.

**Fort Dodge & Omaha Railroad Company**—Incorporated September 14, 1898, laws of Iowa. This new road, extending from Tara to Council Bluffs, 131.02 miles, was conveyed to the Dubuque & Sioux City Railroad Company June 30, 1900, as authorized by the stockholders of both companies June 15, 1900.

**Stacyville Railroad Company**—Incorporated September 24, 1897, laws of Iowa. This road, extending from Stacyville Jct., Ia., to Stacyville, Ia., 7.93 miles, was conveyed to the Dubuque & Sioux City Railroad Company July 1, 1902, as authorized by the stockholders of both companies April 6, 1903.

**Albert Lea & Southern Railroad Company**—Incorporated September 20, 1899, laws of Minnesota. This road, extending from Minn. State Line to Glennville Jct., Minn., 118.59 miles, was conveyed to the Dubuque & Sioux City Railroad Company July 1, 1902, as authorized by the stockholders of both companies April 20, 1903.

**Cedar Rapids & New Hartford Railroad Company**—Incorporated January 3, 1903, under laws of Iowa. This road, extending from Cedar Falls to New Hartford, Iowa, 6.60 miles, was conveyed to the Dubuque & Sioux City Railroad Company June 30, 1904, approved by the stockholders of both companies June 30, 1904.

**Cedar Falls & North-Eastern Railroad Company**—Incorporated August 25, 1904, under laws of Iowa. This road, extending from Cedar Falls to a point on the D. & S. C. R. R. between Mona Jct. and Janesville, Iowa, 1.55 miles, was conveyed to the Dubuque & Sioux City Railroad Company May 4, 1905, approved by the stockholders of both companies, viz.: C. F. & N. E. R. R. Co., April 29, 1905, and D. & S. C. R. R. Co. May 3, 1905.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. The Dubuque & Pacific Railroad Company was chartered November 24, 1856, code of Iowa, 1851, act approved February 2, 1851. Its road was sold under foreclosure August 21, 1860. The D. & S. C. R. R. Co. was organized August 13, 1860.

7. What carrier operates the road of this company? Illinois Central Railroad Company.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
C. H. Markham.....	Chicago.....	October, 1913
Chas. A. Peabody.....	New York.....	October, 1913
Cornelius Vanderbilt.....	New York.....	October, 1913
J. W. Auchincloss.....	New York.....	October, 1913
Walter Luttgen.....	New York.....	October, 1913
R. W. Goelst.....	New York.....	October, 1913
R. S. Lovett.....	New York.....	October, 1913
A. R. Loomis.....	Fort Dodge, Ia.....	October, 1913
J. T. Adams.....	Dubuque, Ia.....	October, 1913
W. L. Park.....	Chicago.....	October, 1913
E. T. H. Gibson.....	New York.....	October, 1913
D. R. Burbank.....	New York.....	October, 1913
Philip Stockton.....	Boston, Mass.....	October, 1913
Henry de Forest.....	New York, N. Y.....	October, 1913

(One vacancy.)

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	C. H. Markham.....	Chicago
Second Vice President.....	W. L. Park.....	Chicago
Secretary and Assistant Treasurer.....	Miss F. E. Couch.....	Dubuque, Ia.
Treasurer.....	A. J. Wykes.....	New York, N. Y.
Assistant Secretary.....	D. R. Burbank.....	New York
Assistant Secretary in Chicago.....	Burt A. Beck.....	Chicago
Comptroller.....	M. P. Blauvelt.....	Chicago
General Manager.....	T. J. Foley.....	Chicago

Officer to whom correspondence concerning this report should be addressed. Name, M. P. Blauvelt; title, comptroller; address, 135 Park Row, Chicago.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 17, 1912.
  2. Date of last closing of stock books before end of year for which this report is made. Books do not close.
  3. Total number of stockholders of record at the date required in answer to Question 2. 27 on June 30, 1913.
  4. Has each share of stock one vote? Yes.
  5. Has any issue of securities contingent voting rights. No.
  6. Has any issue of securities special privileges in the election of directors? No.
  7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
- (a) The form of control, whether sole or joint. Sole control.
  - (b) The name of the controlling corporation or corporations. Illinois Central Railroad Company.
  - (c) The manner in which control was established. Stock ownership.
  - (d) The extent of control. 99%.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? Do not know.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other than Switching and Terminal) Making Operating Reports).

(Name of Every Railway Company the Operations of which are Included in this Report

In giving roads below, observe the following classification and order:

1. Line owned by respondent.
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract of agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Class of Roads Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Dubuque & Sioux City:				
A. Main line.....	Dubuque, Ia.....	Sioux City, Ia.....		326.13
B. Branches and spurs.....				
	Tara, Ia.....	Council Bluffs, Ia.....	133.05	
	Manchester, Ia.....	Cedar Rapids, Ia.....	41.83	
	Cedar Falls, Ia.....	Glenville, Minn.....	95.05	
	Staceyville, Ia.....	Staceyville Jet, Ia.....	7.93	
	Cherokee, Ia.....	Onawa, Ia.....	60.52	
	Cherokee, Ia.....	Sioux Falls, S. D.....	96.47	
				434.85
3. Omaha Bridge & Terminal Ry.....	Council Bluffs, Ia.....	Omaha, Neb.....	.12	2.03
5. Chicago, Rock Island & Pacific Ry.....	Cedar Rapids, Ia.....			
	Glenville, Minn.....	Albert Lea, Minn.....	6.54	
Minneapolis & St. Louis R. R.....	Albert Lea.....		.25	
Chicago & Northwestern Ry.....	Sioux City, Ia.....		.38	
Union Pacific R. R.....	Omaha, Neb.....		2.03	
				9.92
Total mileage operated.....				772.93

(Page 15A.)

ROAD OPERATED—STATE OF MINNESOTA

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
1. B. Dubuque & Sioux City Railroad.....	Iowa State Line.....	South Dakota State Line.....	11.40
	Iowa State Line.....	Glenville Junction.....	18.78
5. Chicago Rock Island & Pacific Ry.....	Glenville.....	Albert Lea.....	6.54
Minneapolis & St. Louis Ry.....	Albert Lea.....		.25
Total mileage operated.....			36.97

(Page 19.)

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT

NAME OF OPERATING COMPANY	MILES OF LINE	LEASE OR AGREEMENT			
		Date	Term		Condise Summary of Provisions
			From	To	
Illinois Central Railroad Company.....	627.93	Jan. 21, 1895	Jan. 21, 1895	Aug. 1, 1951	Lessee to maintain and operate the property; also take care of interest on its bonds, issued as a lien on property of the lessor. Any surplus income after providing for these expenses to be turned over to the lessor company.
	138.05	June 26, 1900	June 26, 1900	Aug. 1, 1951	
	760.98				

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stock issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

## 8. Entire line—bonds acquired during the year for sinking funds—par value:

I. C. Refunding Mtge. 4%.....	\$54,000.00
I. C. St. Louis Div. & Term. 1st Mtge. ....	17,000.00
Louisville Div. & Term. 1st Mtge. 31%.....	8,000.00
Omaha Div. 1st Mtge. 3%.....	12,000.00
Total.....	<u>\$91,000.00</u>



## DULUTH BELT LINE RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Duluth Belt Line Railway Company, organized as Duluth Incline Railway Company December 14, 1888.

2. Date of organization. Articles of incorporation amended January 16, 1890, changing name to Duluth Belt Line Railway Company.

3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Item one (1) of Chapter 34, of General Statutes of the State of Minnesota and acts amendatory.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Duluth Incline Railway Company; charter dated December 14, 1888. Filed in secretary of state's office Book "V" of corporations on page 334. Amended: Duluth Belt Line Railway Company charter dated January 16, 1890. Filed in secretary of state's office book "Y" of corporations, page 297.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
J. R. Myers.....	Philadelphia, Pa.....	
C. E. Dickerman.....	Deceased.....	
H. H. Myers.....	Duluth, Minn.....	
H. S. Moody.....	Deceased.....	
B. F. Myers.....	St. Paul, Minn.....	

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	J. R. Myers.....	Philadelphia, Pa.
Secretary.....	H. H. Myers.....	Duluth, Minn.
Treasurer.....	B. F. Myers.....	St. Paul, Minn.
Attorney, or General Counsel.....	Victor Stearns.....	Duluth, Minn.
General Manager.....	H. H. Myers.....	Duluth, Minn.
General Superintendent.....	Wm. R. Ives.....	Bay View Heights, Duluth, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, H. H. Myers; title, manager; address, 205 The Lyceum, Duluth, Minn.

(Page 6.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. December 10, 1891.
2. Date of last closing of stock books before end of year for which this report is made. June 30, 1913.
3. Total number of stockholders of record at the date required in answer to Question 2. 25.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

## THE DULUTH &amp; IRON RANGE RAILROAD COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. The Duluth & Iron Range Railroad Company.
2. Date of organization. December 21, 1874.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Under General Laws of the state of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
J. A. Farrell.....	New York, N. Y.....	June, 1914
H. Johnson.....	Duluth, Minnesota.....	June, 1914
E. H. Gary.....	New York, N. Y.....	June, 1915
F. E. House.....	Duluth, Minn.....	June, 1915
Thos. Murray.....	New York, N. Y.....	June 1916
J. H. McLean.....	Duluth, Minn.....	June, 1916
Geo. L. Reis.....	Duluth, Minn.....	June, 1916

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	F. E. House.....	Duluth, Minn.
First Vice President.....	J. H. McLean.....	Duluth, Minn.
Second Vice President.....	J. H. Hearing.....	Duluth, Minn.
Secretary.....	H. Johnson.....	Duluth, Minn.
Treasurer.....	F. C. Marshall.....	Duluth, Minn.
General Solicitor.....	F. D. Adams.....	Duluth, Minn.
General Counsel.....	Davis, Kellogg & Severance.....	St. Paul, Minn.
Auditor.....	H. Johnson.....	Duluth, Minn.
Asst. Secretary and Asst. Treasurer.....	Thos. Murray.....	New York, N. Y.
General Manager.....	F. E. House.....	Duluth, Minn.
Chief Engineer.....	W. A. Clark.....	Duluth, Minn.
Superintendent.....	Thos. Owens.....	Two Harbors, Minn.
General Freight Agent.....	H. Johnson.....	Duluth, Minn.
General Passenger Agent.....	H. Johnson.....	Duluth, Minn.
General Ticket Agent.....	H. Johnson.....	Duluth, Minn.
Land Commis sioner.....	L. B. Arnold.....	Duluth, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, H Johnson; title, Auditor; address, Duluth, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. June 11, 1913.
2. Date of last closing of stock books before end of year for which this report is made. May 31, 1913.
3. Total number of stockholders of record at the date required in answer to Question 2. 12.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.

If control was so held, state:

- (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Minnesota Iron Company.
  - (c) The manner in which control was established. By purchasing majority of Capital Stock.
  - (d) The extent of control. Majority of Capital stock.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name of Every Railway Company the Operations of Which are Included in this Report

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main Line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Class of Roads Named
	From	To	
1. The Duluth & Iron Range Railroad Company:			
a. Main line.....	Duluth.....	Ely.....	117.22
	Tower Jet.....	Tower.....	1.40
	Allen Jet.....	Virginia.....	24.57
	McKinley.....	Eveleth.....	9.06
	Waldo.....	5th Ave. E., Duluth.....	15.02
	Waldo.....	Mile 49.....	15.02
	Mile X21.....	Gilbert.....	18.29
	Mesaba.....	Dunka River.....	18.29
	Ridge.....	Sta. 534 +37.....	6.30
b. Branches and spurs.....	Union Depot, Duluth.....	5th Ave. E., Duluth.....	192.34
5. ....			79.13
Total mileage operated.....			272.27

(Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY  
A. Auxiliary (or Outside) Operations

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Parlor and chair cars.....	Chair and cafe car service.....	Owned.....	Minnesota
Merchandise dock.....	Handling merchandise.....	Owned.....	Minnesota
Tug boat.....	Towing.....	Owned.....	Minnesota
Coal Dock.....	Handling and storing coal.....	Owned.....	Minnesota

B. Miscellaneous Investments—Physical Property

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	Net Investment
Swamp, Land Grant.....	Examining and locating lands, also sale of same.....	Minnesota.....	.....
Other physical property.....	Real estate.....	Minnesota.....	\$9,587.02
Track material.....	Loaned.....	Minnesota.....	58,553.20
Total.....	Total.....	Total.....	\$68,140.22

(Page 83.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statement as follows: 1. All Extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

1. Second main track increased one mile, account transferring main line mileage as explained in No. 2 below and transferring 0.30 miles yard tracks to second main line.

2. Mileage of line from Allen Jct. to Virginia reduced, account zero mark at Allen Jct. having been moved 0.74 miles west.....decrease 0.74  
Mileage of line from McKinley to Eveleth increased, account zero mark at McKinley having been moved 0.05 miles east of McKinley.....increase 0.05  
Mileage of line from Mile X21 to Gilbert reduced, account 0.01 miles of track at Gilbert having been taken up.....decrease 0.01  
Spurs to industries decreased.....decrease 1.02

Net decrease.....1.72

## DULUTH, MISSABE &amp; NORTHERN RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Duluth, Missabe & Northern Railway Company.
2. Date of organization. Articles executed February 11, 1891. Recorded by secretary of state May 26, 1891.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Under the laws of the state of Minnesota; title 1, chapter 34, general statutes of 1878, and acts amendatory.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
5. Date and authority for each consolidation. See answer No. 4.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Not reorganized.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
William A. McGonagle	Duluth, Minn.	Feb. 3, 1914
William J. Olcott	Duluth, Minn.	Feb. 3, 1914
Edward S. Kempton	Duluth, Minn.	Feb. 3, 1914
Hermion L. Dresser	Duluth, Minn.	Feb. 3, 1914
George D. Swift	Duluth, Minn.	Feb. 3, 1914
David G. Kerr	71 Broadway, New York, N. Y.	Feb. 3, 1914
William J. Filbert	71 Broadway, New York, N. Y.	Feb. 3, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President	William A. McGonagle	Duluth, Minn.
First Vice President	William J. Olcott	Duluth, Minn.
Second Vice President	Pentecost Mitchell	Duluth, Minn.
Secretary	Charles E. Carlson	Duluth, Minn.
Treasurer	Edward S. Kempton	Duluth, Minn.
General Solicitor	Frank D. Adams	Duluth, Minn.
Attorney or General Counsel	Davis, Kellogg & Severance	St. Paul, Minn.
Auditor	Edward S. Kempton	Duluth, Minn.
Assistant Auditor	Joseph Seifert	Duluth, Minn.
Chief Engineer	Hermion L. Dresser	Duluth, Minn.
Superintendent	John W. Kreitter	Proctor, Minn.
General Freight Agent	John B. Hanson	Duluth, Minn.
General Passenger Agent	John B. Hanson	Duluth, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, E. S. Kempton; title, treasurer; address, Duluth, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. February 4, 1913.
  2. Date of last closing of stock books before end of year for which this report is made. January 25, 1913.
  3. Total number of stockholders of record at the date required in answer to Question 2. 12.
  4. Has each share of stock one vote? Yes.
  5. Has any issue of securities contingent voting rights? No.
  6. Has any issue of securities special privileges in the election of directors? No.
  7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?
- If control was so held, state:
- (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Lake Superior Consolidated Iron Mines, a New Jersey Corporation.
  - (c) The manner in which control was established. Directly through right to exercise the major part of the voting power attached to the shares of stock and right to name the major part of the board of directors of the company.
  - (d) The extent of control. Full control as beneficiary of all the stock.
  - (e) Whether control was direct or indirect. Direct as indicated.

Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name of Every Railway Company the Operations of which are Included in this Report

In giving roads below, observe the following classification and order:

1. Line owned by respondent:

A. Main Line.

B. Branches and spurs.

2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.

3. Line operated under lease for specified sum.

4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road of Roads Named	Miles of Line for Each Road of Roads Named
	From	To		
1. Duluth, Missabe & Northern Railway Company:				
A. Main line.....	Misabe Jet.....	Mt. Iron.....	72.68	187.74
	Columbia Jet.....	Stony Brook.....	4.35	
	Iron Junction.....	Wabak.....	15.37	
	Wolf.....	Virginia.....	17.30	
	Wolf.....	Hibbing.....	17.30	
	Columbia Jet.....	Columbia.....	53.00	
	Hull Jet.....	Hull Rust Yard.....	18.15	
B. Branches and spurs.....	Spruce.....	Eveleth.....	3.44	
	Hibbing.....	Troy Mine.....	1.73	
	Wilkes.....	Hull Yard.....	1.73	
	Shenando.....	Shenando.....	4.13	
	Oliver St. Clair.....	St. Clair Mine.....	1.03	
	Chisholm.....	Chisholm.....	2.99	
	Keenan.....	Tener Mine.....	1.57	
	Mt. Iron.....	Shenando.....	8.04	
	Holman.....	Taconite.....	1.74	
	Sherwood.....	Woodsbridge Mine.....	4.88	
	Helmer Jet.....	Helmer Mine.....	2.91	
	Whiteside Jet.....	Whiteside Mine.....	1.53	
	Mitchell.....	Winnifred Jet.....	2.06	
	Moore & Kerr Mill Spur.....	Virginia.....	.40	
	Bally Mill Spur.....	Virginia.....	.76	
	Turney Mill Spur.....	Turney.....	.23	
	Oliver Mine Spur.....	Mt. Iron.....	.93	

b. Trackage Rights, N. P. Ry	Missabe Jct.	Union Depot, Duluth	1.90	186.71
	Total mileage operated		1.90	356.95
c. Trackage Rights, N. P. Ry	Aetna Mine Spur	Mt. Iron	1.17	
	Wacotah Mine Spur	Wacotah	2.37	
	Duluth Mine Spur	Blwabik	1.93	
	Adams Mine Spur	Eveleth	2.05	
	Spruce Mine Spur	Eveleth	5.16	
	Sliver Mine Spur	Virginia	5.05	
	Alpena Mine Spur	Virginia	4.86	
	Virginia Mine Spur	Virginia	.14	
	Oliver Mine Spur	Virginia	6.31	
	Ohio Mine Spur	Virginia	1.45	
	Madrid Mine Spur	Virginia	.10	
	Missabe Mountain Mine Spur	Virginia	.67	
	Norman Mine Spur	Virginia	1.67	
	Lincoln Mine Spur	Virginia	2.22	
	Higgins Mine Spur	Virginia	1.42	
	Buffalo Mine Spur	Virginia	3.03	
	Sellers Mine Spur	Hibbing	3.08	
	Scranton Mine Spur	Hibbing	.67	
	Burt Mine Spur	Hibbing	3.18	
	Hull Mine Spur	Hibbing	9.77	
	Pillsbury Mine Spur	Hibbing	3.10	
	Albany Mine Spur	Hibbing	.38	
	Morris Mine Spur	Hibbing	7.52	
	Leonard Mine Spur	Hibbing	.49	
	Hull Rust Mine Spur	Hibbing	3.63	
	Woodbridge Mine Spur	Woodbridge Mine	.61	
	Helmer Mine Spur	Helmer Mine	.13	
	Whiteside Mine Spur	Whiteside Mine	1.40	
	Oliver St. Clair Mine Spur	Hibbing	.15	
	Hartley Mine Spur	Hibbing	2.15	
	Shenango Mine Spur	Hibbing	5.57	
	Myers Mine Spur	Hibbing	2.47	
	Troy Mine Spur	Troy Mine	.11	
	Iroquois Mine Spur	Mt. Iron	1.16	
	Winnifred Mine Spur	Hibbing	1.49	
	Clark Mine Spur	Chisholm	2.11	
	Glen Mine Spur	Chisholm	1.90	
	Chisholm Mine Spur	Chisholm	2.97	
	Canisteo Mine Spur	Coleraine	11.66	
	Walker Mine Spur	Coleraine	3.89	
	Marble Mine Spur	Coleraine	.60	
	Hill Mine Spur	Coleraine	1.97	
	Holman Mine Spur	Coleraine	6.82	
	57 Log Spurs	Coleraine	9.73	

(Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY  
A. Auxiliary (or Outside) Operations

DESIGNATION	Character of Business	Title	State or Territory
Parlor and cafe cars.....	Rent of seats and serving meals.....	Owned.....	Minnesota
Coal dock operation.....	Handling coal.....	Owned.....	Minnesota
Mitchell boarding house.....	Boarding employees.....	Owned.....	Minnesota
Trimming ore.....	Trimming ore.....	Owned.....	Minnesota

R. Miscellaneous Investments—Physical Property

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	NET INVESTMENT
Hotels and dwellings and unimproved property at our Proctor station.....	.....	Minnesota.....	\$116,518.64
Total.....	.....	.....	\$116,518.64

(Page 83.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

1. Net increase in mileage of main and log spurs in operation, being the excess mileage of such tracks put into operation above mileage of such tracks abandoned, 5.31 miles.

2. Value of property abandoned \$19,566.08 shown on page 33 is represented by 30/100 of a mile of track at end of line to Stony Brook abandoned and reported on page 83 of the report for year ended June 30, 1912.

3. 165 Consolidated First Mortgage Bonds and 482 General Mortgage Bonds transferred from Bonds Outstanding to Bonds in Sinking Fund.



## DULUTH &amp; NORTHEASTERN RAILROAD COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Duluth & Northeastern Railroad Company.
2. Date of organization. 10th day of September, A. D. 1898.
3. Under laws of what government, state or territory organized? If more, than one name all give reference to each statute and all amendments thereof. By virtue of and pursuant to title one (1), chapter thirty-four (34) of the General Statutes of Minnesota of 1894 and all acts amendatory thereof and supplementary thereto.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
F. Weyerhaeuser.....	St. Paul, Minn.....	June 5, 1914
R. M. Weyerhaeuser.....	Cloquet, Minn.....	June 5, 1914
H. C. Hornby.....	Cloquet, Minn.....	June 5, 1914
J. E. Lynds.....	Cloquet, Minn.....	June 5, 1913
Hugo Schlenk.....	Cloquet, Minn.....	June 5, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
Chairman of the Board.....	F. Weyerhaeuser.....	St. Paul, Minn.
President.....	F. Weyerhaeuser.....	St. Paul, Minn.
First Vice President.....	R. M. Weyerhaeuser.....	Cloquet, Minn.
Secretary.....	Hugo Schlenk.....	Cloquet, Minn.
Treasurer.....	J. E. Lynds.....	Cloquet, Minn.
Auditor.....	H. G. Stevens.....	Cloquet, Minn.
Assistant Auditor.....	C. D. Ohman.....	Cloquet, Minn.
General Manager.....	H. C. Hornby.....	Cloquet, Minn.
General Superintendent.....	John Dunlavy.....	Cloquet, Minn.
General Freight Agent.....	H. G. Stevens.....	Cloquet, Minn.
General Passenger Agent.....	H. G. Stevens.....	Cloquet, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, H. G. Stevens; title, Auditor; address, Cloquet, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. June 5, 1913.
  2. Date of last closing of stock books before end of year for which this report is made. No change in stock during year.
  3. Total number of stockholders of record at the date required in answer to Question 2. 10.
  4. Has each share of stock one vote? Yes.
  7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
- (a) The form of control, whether sole or joint. Joint.
  - (b) The name of the controlling corporation or corporations. Cloquet Lumber Co. and Northern Lumber Company.
  - (c) The manner in which control was established. By ownership of majority of capital stock.
  - (d) The extent of control. The above named corporations own 4,992 shares of the capital stock.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE.

[For Companies (Other Than Switching and Terminal) Making Operating Reports.]

Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order.

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Duluth & Northeastern R. R.	Cloquet, Minn.	Hornby, Minn.	.....	57.75
A. Main Line.....				
B. Branches and Spurs:				
1. Brevator Branch.....	Brevator Jct.	Brevator.....	4.0	5.50
2. Harris Branch.....	Hornby Jct.	Harris Lake.....	1.5	
Total.....				63.25

## ROAD OPERATED—STATE OF MINNESOTA

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Duluth & Northeastern Railroad.....	Cloquet, Minn.	Hornby, Minn.	.....	57.75
A. Main Line.....				
B. Branches and Spurs:				
1. Brevator Branch.....	Brevator Jct.	Brevator.....	4.0	5.50
2. Harris Branch.....	Hornby Jct.	Harris Lake.....	1.5	
Total mileage operated.....				63.25

(Page 15C)

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES

STATE OR TERRITORY	LINE OWNED (single track)		
	Main Line	Branches and Spurs	Total
Minnesota .....	57.75	5.5	63.25
Total mileage owned .....	57.75	5.5	63.25

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statement as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stock issued. 7. All new funded debt issued. 8. All changes in the respondents' holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

No change occurred during the year ending June 30, 1913.

(Page 89.)

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails, 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

We have no contracts or agreements in effect concerning transportation of freight or passengers.

## THE DULUTH &amp; NORTHERN MINNESOTA RAILWAY COMPANY

(Page 3.)

## HISTORY

1. The Exact name of common carrier making this report. The Duluth & Northern Minnesota Railway Company.
2. Date of organization. May 31, 1898.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. General statutes of the state of Minnesota.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Benjamin W. Arnold.....	Albany, N. Y.....	To serve until successor is elected.
Russell A. Alger.....	Detroit, Mich.....	"
John Millen.....	Duluth, Minn.....	"
J. W. Bayly.....	Duluth, Minn.....	"
F. M. Alger.....	Detroit, Mich.....	"
G. H. Stalker.....	Detroit, Mich.....	"

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	John Millen.....	Duluth, Minn.
First Vice President.....	Benjamin W. Arnold.....	Albany, N. Y.
Secretary.....	J. W. Bayly.....	Duluth, Minn.
Treasurer.....	Russell A. Alger.....	Detroit, Mich.
Attorney, or General Counsel.....	L. C. Harris and J. T. Pearson.....	Duluth, Minn.
Auditor.....	G. H. Stalker.....	Detroit, Mich.
Assistant Auditor.....	J. W. Bayly.....	Duluth, Minn.
General Manager.....	John Millen.....	Duluth, Minn.
Chief Engineer.....	H. T. Hare.....	Duluth, Minn.
General Superintendent.....	George Ward.....	Knife River, Minn.
General Freight Agent.....	T. A. Wells.....	Duluth, Minn.
General Passenger Agent.....	J. W. Bayly.....	Duluth, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, J. W. Bayly; title, Asst. Auditor; address, Duluth, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. June, 16, 1913.
2. Date of last closing of stock books before end of year for which this report is made. June 16, 1913.
3. Total number of stockholders of record at the date required in answer to question 2. Seven.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913. No.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE.

[For Companies (Other Than Switching and Terminal) Making Operating Reports.]  
Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order.

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
Duluth & Northern Minnesota Railway			
A. Main Line.....	Knife River.....	Mile Post 68½.....	68.50
B. Branches and Spurs.....	Main Line.....	Logging Operations.....	46.80
Total.....			115.30

(Page 15A.)

ROAD OPERATED—STATE OF MINNESOTA  
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
Duluth & Northern Minnesota Railway Co.....	Knife River, Minn.....	Mile Post, 68½.....	115.30
Total mileage operated.....			115.30

(Page 15B.) MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

STATE OR TERRITORY	LINE OWNED			NEW LINE CONSTRUCTED DURING YEAR	RAILS	
	Main Track	Yard Track and Sidings	Total		Iron	Steel
Minnesota.....	68.50	46.80	115.30	58.91	.....	115.30
Total mileage owned.....	68.50	46.80	115.30	58.91	.....	115.30

## (Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statement as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

1. Main line, laid 2 miles—new branches put into operation for logging purposes, 58.91 miles.
2. Main line, picked up 2 miles—branches torn up, 30.61 miles.

## THE DULUTH, RAINY LAKE &amp; WINNIPEG RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Duluth, Rainy Lake & Winnipeg Railway Company.
2. Date of organisation. 15th August, 1901.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Title one, chapter 24, general statutes of Minnesota, revision 1878, being sections 2592 to 2793 of the general statutes 1894.
4. If a reorganised company, give name of original corporation and refer to laws under which it was organized. Not reorganized, but name was formerly Duluth, Virginia & Rainy Lake Ry. Co.
7. What carrier operates the road of this company? Duluth, Winnipeg & Pacific Railway.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
D. B. Hanna.....	Toronto, Ont.....	Until election of successors.
A. D. Davidson.....	Toronto, Ont.....	"
J. D. Morton.....	Toronto, Ont.....	"
L. W. Mitchell.....	Toronto, Ont.....	"
W. D. Bailey.....	Duluth, Minn.....	"

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	D. B. Hanna.....	Toronto, Ont., Can.
Vice President.....	J. D. Morton.....	Toronto, Ont., Can.
Secretary and Treasurer.....	L. W. Mitchell.....	Toronto, Ont., Can.

Officer to whom correspondence concerning this report should be addressed Name, J. D. Morton; title, vice president; address, Toronto, Ont.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. December 19, 1911.
  2. Date of last closing of stock books before end of year for which this report is made. Not closed.
  3. Total number of stockholders of record at the date required in answer to Question 2. Six.
  4. Has each share of stock one vote? Yes.
  5. Has any issue of securities contingent voting rights? No.
  6. Has any issue of securities special privileges in the election of directors? No.
  7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
- (a) The form of control, whether sole or joint. Sole control.
  - (b) The name of the controlling corporation or corporations. Duluth, Winnipeg & Pacific Railway.
  - (c) The manner in which control was established. Ownership of stock.
  - (d) The extent of control. Owning all capital stock.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

## EXPLANATORY REMARKS

(Page 12.)

The line of respondent company is operated by the Duluth, Winnipeg &amp; Pacific Railway.

## (Page 19.) ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT

NAME OF OPERATING COMPANY	Miles of Line	LEASE OR AGREEMENT		
		Date	TERM From To	Concise Summary of Provisions
Duluth, Winnipeg & Pacific Railway..... Duluth, Winnipeg & Pacific Railway.....	87.74 3.87			Duluth, Winnipeg & Pacific Railway to pay rental sufficient to pay interest on First Mortgage Bonds.

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statement as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

11. Road leased to Duluth, Winnipeg &amp; Pacific Railway.

(Page 89.)

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1 to 9. Entire road operated by Duluth, Winnipeg &amp; Pacific Railway, which guarantees to pay interest on bonds of the respondent company.



## THE DULUTH, WINNIPEG &amp; PACIFIC RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. The Duluth, Winnipeg & Pacific Railway Company.
2. Date of organisation. March 18, 1909.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. State of Maine.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Not reorganized.

(Page 5.)

## DIRECTORS

Name	Post-Office Address	Date of Expiration of Term
D. B. Hanna	Toronto, Ont.	} Until election of successors.
J. D. Morton	Toronto, Ont.	
Y. A. Lash, K. C., L. L. D.	Toronto, Ont.	
R. P. Ormsby	Toronto, Ont.	
A. D. Davidson	Toronto, Ont.	

## PRINCIPAL OFFICERS

Title	Name	Official Address
President	D. B. Hanna	Toronto, Ont.
Vice-President	Y. A. Lash, K. C., L. L. D.	Toronto, Ont.
Vice-President	J. D. Morton	Toronto, Ont.
Secretary	R. P. Ormsby	Toronto, Ont.
Treasurer	L. W. Mitchell	Toronto, Ont.
Auditor of Disbursements	R. L. Gosset	Toronto, Ont.
Auditor	Julius Sobotta	Duluth, Minn.
General Manager	M. H. MacLeod	Winnipeg, Man.
Assistant General Manager	J. R. Cameron	Winnipeg, Man.
General Traffic Manager	Geo. H. Shaw	Toronto, Ont.
General Freight Agent	Geo. Stephen	Winnipeg, Man.
General Passenger Agent	R. Creelman	Winnipeg, Man.

Officer to whom correspondence concerning this report should be addressed: Name, J. D. Morton; title, Vice-President; address, Toronto, Ont.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. April 1, 1913.
2. Date of last closing of stock books before end of year for which this report is made. Not closed.
3. Total number of stockholders of record at the date required in answer to Question 2. 4.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
  - (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Canadian Northern Railway Company.
  - (c) The manner in which control was established. Ownership of capital stock.
  - (d) The extent of control. Majority of capital stock.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports)  
Name of Every Railway Company the Operations of Which are Included in this Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main Line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Class of Roads N. med
	From	To	
1. Duluth, Winnipeg & Pacific Railway:			
A. Main line.....	Near Duluth.....	Virginia.....	81.28
B. Branches and spurs.....	Various spurs.....		2.21
2. Duluth, Rainy Lake & Winnipeg Railway.....	Virginia.....	Ranier.....	87.74
	Various spurs.....		3.84
3. Canadian Northern Railway.....	Ranier.....	Fort Frances.....	2.80
Northern Pacific Railway.....	In Duluth.....		2.60
Chicago, St. Paul, Minneapolis & Omaha Railway.....	In Duluth.....		.90
Total mileage operated.....			6.30
			181.40

(Page 19.)

## ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT

NAME OF OWNING COMPANY		Miles of Line	LEASE OR AGREEMENT				Concise Summary of Provisions
		Date	TERM.				
			From	To			
Duluth, Rainy Lake & Winnipeg Railway ...		87.74	.....	Ranier. ....	Near Virginia	{ Duluth, Winnipeg & Pacific Railway to maintain the upkeep of the property and to pay rental sufficient to pay interest on First Mortgage Bonds.	
Duluth, Rainy Lake & Winnipeg Railway ...		3.84	.....	Various spurs. ....	.....		

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

1. This is the initial report of respondent company. 83.49 miles—see page 13.
2. Lease of Duluth, Rainy Lake & Winnipeg Railway.
3. Common stock, \$6,000,000.
4. Four Percent Debenture Stock, \$6,537,866.

(Page 89.)

## CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, arrangements, etc.; with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

5. Responding company operates the Duluth, Rainy Lake & Winnipeg Railway, under agreement—see page 19.

# THE DULUTH, SOUTH SHORE & ATLANTIC RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. The Duluth, South Shore & Atlantic Railway Company.
2. Date of organization. December 22, 1886.
3. Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Under the general railway laws of the States of Michigan and Wisconsin.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. A. Sault Ste. Marie & Marquette Railroad Company. B. Mackinac & Marquette Railroad Company. C. Wisconsin, Sault Ste. Marie & Mackinac Railway Company. D. Duluth, Superior & Michigan Railway Company. The three companies first named (A B C) organized and existing under an Act of the Legislature of the State of Michigan. The last named company (D) is a corporation organized and existing under the laws of the State of Wisconsin.
5. Date and authority for each consolidation. December 22, 1886, by agreement of the above named companies under the general railway laws of the States of Michigan and Wisconsin.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration Term
S. G. Ogden.....	Montreal, Que.....	Sept. 18, 1913
Richard B. Angus.....	Montreal, Que.....	Sept. 18, 1913
A. B. Eldredge.....	Marquette, Mich.....	Sept. 18, 1913
Wm. F. Fitch.....	Marquette, Mich.....	Sept. 18, 1913
Wayland W. Walker.....	Duluth, Minn.....	Sept. 18, 1913
W. A. Bog.....	New York, N. Y.....	Sept. 18, 1913
John W. Sterling.....	New York, N. Y.....	Sept. 18, 1913
R. Y. Hebdlen.....	New York, N. Y.....	Sept. 18, 1913
Geo. H. Church.....	New York, N. Y.....	Sept. 18, 1913
J. O. Bloss.....	New York, N. Y.....	Sept. 18, 1913
W. F. Stevenson.....	New York, N. Y.....	Sept. 18, 1913

## PRINCIPAL OFFICERS

Title	Name	Official Address
President, General Counsel.....	A. B. Eldredge.....	Marquette, Mich.
Vice-President and General Manager.....	W. W. Walker.....	Duluth, Minn.
Second Vice President.....	Geo. H. Church.....	New York, N. Y.
Secretary.....	Jas. Clarke.....	New York, N. Y.
Treasurer.....	E. W. Allen.....	Marquette, Mich.
General Attorney.....	A. E. Miller.....	Marquette, Mich.
Auditor.....	A. E. Delf.....	Marquette, Mich.
Assistant to General Manager.....	E. R. Lewis.....	Duluth, Minn.
General Superintendent.....	C. E. Lytle.....	Marquette, Mich.
General Freight Agent.....	S. R. Lewis.....	Duluth, Minn.
General Passenger Agent.....	James Money.....	Duluth, Minn.
Land Commissioner.....	E. W. MacPherson.....	Duluth, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, A. E Delf; title, auditor; address, Marquette, Mich.

## TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT

## CONTROL

NAME	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect, Name of Intermediary Through Which Control is Established	Other Parties to Agreement for Joint Control
Active Corporations:						
Mineral Range R. R. Co.....	Sole	Through ownership of a majority of its capital stock.	53%	Indirect	Geo. H. Church, trustee	C. St. P. M. & O. Ry. Co., Nor. Pac. Ry. Co., St. Paul & Duluth R. R. Co., St. Paul, Minn. & Man. R. R. Co., Eastern Ry. Co. of Minn.
Lake Superior Terminal & Transfer Ry. Co.....	Joint	Through equal ownership of capital stock with the companies named in last column	10%	Direct		St. Paul & S. S. Marie Ry. Co.
Sainte Marie Union Depot Co.....	Joint	do.....	50%	Indirect	W. W. Walker, E. W. Allen, A. E. Delf, trustees.	Mich. Cent. R. R. Co., Grand Rap. & Ind. Ry. Co.
Mackinac Transportation Co.....	Joint	do.....	33%	Direct		Can. Pacific Ry. Co., M. St. P. & S. Ste. M. Ry. Co.
New Jersey Bridge Construction Company.....	Joint	Through ownership of 25% of capital stock.	25%	Indirect	Arthur Starke, Jas. Clarke, Irving A. Brown.	

## (Page 11.) FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors, September 19, 1912.
  2. Date of last closing of stock books before end of year for which this report is made, August 24, 1912.
  3. Total number of stockholders of record at the date required in answer to Question 2, 802.
  4. Has each share of stock one vote? Yes.
  5. Has any issue of securities contingent voting rights? No.
  6. Has any issue of securities special privileges in the election of directors? No.
  7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
- (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Canadian Pacific Ry. Co.
  - (c) The manner in which control was established. Right through title to major part of common and preferred stock.
  - (d) The extent of control. 50.83% of common and 51% of preferred.
  - (e) Whether control was direct or indirect. Direct.

8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? Yes.

If control was so held, state:

- (a) The names of the trustees. Sir Thos. G. Shaughnessy, Sir William Van Horne, Richard B. Angus.
- (b) The name of the beneficiary or beneficiaries for whom the trust was maintained. Canadian Pacific Railway Company.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports.)

Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order.

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified term.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Duluth, South Shore & Atlantic Ry. Co.:				
1. A. Main line.....	Sault Ste. Marie, Mich.....	Superior, Wis.....	408.69	
	Soo Junction, Mich.....	St. Ignace, Mich.....	49.97	
	Marquette, Mich.....	Wintrop Jet., Mich.....	17.33	
	Nestora, Mich.....	Houghton, Mich.....	48.24	517.23
B. Branches and Spurs:				
Negaunee & Palmer Branch.....	Negaunee, Mich.....	Volunteer Mine, Mich.....	4.19	
Republic Branch.....	Humboldt, Mich.....	Republic, Mich.....	8.70	
Bessemer Branch.....	Bessemer Jet., Mich.....	Bessemer, Mich.....	2.23	
Spurs for Traffic Purposes.....	Main and Branch Lines.....	Mines, Mills, etc.....	69.31	84.43
2, 3, 4. None.....				
5. Trackage Rights:				
Ste. Marie Union Depot Co.....	DSS & A., Main Line.....	Union Depot, S. S. Marie.....	53	
M. St. P. & S. Ste. M. Ry. Co.....	Main line, S. Ste. Marie.....	Sault Ste. Marie, Mich.....	83	
M. St. P. & S. Ste. M. Ry. Co.....	Superior, Wis.....	Pen. East. and Lmbr. Co. Mill.....	42	
M. St. P. & S. Ste. M. Ry. Co.....	Superior, Wis.....	Duluth, Minn.....	5.55	
Lake Superior & Ishpeming Ry. Co.....	Negaunee Mine track.....	Negaunee, Mich.....	5.26	
Chicago & North-Western Ry. Co.....	Negaunee Mine track.....	Negaunee, Mich.....	27	
Chicago & North-Western Ry. Co.....	Lake Superior Pit 7 Mine track.....	Ishpeming, Mich.....	34	
Chicago & North-Western Ry. Co.....	Beaufort Mine track.....	Beaufort, Mich.....	72	
Chicago & North-Western Ry. Co.....	Cleveland Lake Shaft Mine track.....	Lakeport, Mich.....	32	
Cleveland Iron Mining Co.....	Cleveland Lake Shaft Mine track.....	Ishpeming, Mich.....	31	
Mineral Range R. Co.....	Houghton, Mich.....	Calumet, Mich.....	14.17	
C. St. P. M. & O. Ry.....	C. St. P. M. & O. Jet., Wis.....	Calumet, Mich.....	1.35	
Lake Superior Terminal & Transfer Ry.....	At Superior, Wis.....	Superior, Wis.....	1.72	
Duluth-Superior Bridge Co.....	Between Superior, Wis., and Duluth, Minn.....	Duluth, Minn.....	.20	25.99
Total mileage operated.....				627.65

## EXPLANATORY REMARKS

(Page 14)

## Names of Other Joint Owners

Main line at Sault Ste. Marie, Mich., Minneapolis, St. Paul & Ste. S. Marie Ry. Co., Peninsula Park & L. Co. Spur, Minneapolis, St. Paul, & Ste. S. Marie Ry. Co., Negaunee Mine Spur, Lake Superior & Ishpeming Ry. Co., Chicago & North Western Ry. Co., Lake Superior No. 7 Mine Spur, Chicago & Northwestern Ry. Co., Cleveland Lake Shaft Mine Spur, Chicago & Northwestern Ry. Co., Cleveland Iron Mining Co., Beaufort Mine Spur, Chicago & Northwestern Ry. Co., Cleveland Lake Shaft Mine Spur, Chicago & Northwestern Ry. Co., Cleveland Iron Mining Co.

(Page 15.)

## ROAD JOINTLY OWNED OR ROAD JOINTLY LEASED.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line Included in Preceding Table
	From	To		
1. Jointly Owned:				
Main Line.....	At Sault Ste. Marie, Mich.....		1.66	1.66
Spurs for Traffic Purposes:				
Pen. Park & Lumber Co. Spur.....	Main Line.....	Mill, at S. S. Marie.....	.87	.87
Negaunee Mine Spur.....	Main Line.....	Mine, at Negaunee, Mich.....	.80	.80
Lake Superior No. 7 Mine Spur.....	Main Line.....	Mine, at Ishpeming, Mich.....	.68	.68
Cleveland Lake Shafts, Mine Spur.....	Main Line.....	Mine, at Ishpeming, Mich.....	.95	.95
Beaufort Mine Spur.....	Main Line.....	Mine, at Beaufort, Mich.....	1.44	1.44

(Page 16A.)

## ROAD OPERATED—STATE OF MINNESOTA

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
5. Trackage Rights				
M. St. P. & S. Ste. M. Ry. Co.....	West end of Inter-State Bridge..	Duluth, Minn.....	2.43	
Duluth-Superior Bridge Company.....	Center of St. Louis River.....	West end of Inter-State Bridge..	.10	
Total mileage operated.....				2.53
				2.53

## OUTSIDE OPERATIONS AND OTHER PROPERTIES

## A. Outside Operations

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Sleeping car service.....	Operation of sleeping cars on D. S. Owned. S. & A. Ry.	.....	Cars operated in Mich., Wis. and Minn.
Dining car service.....	Operation of dining cars on D. S. Owned. S. & A. Ry.	.....	Cars are operated in Mich., Wis. and Minn.

## B. Other Properties.

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	INVESTMENT
House and lot, 329 E. Ridge St.....	Residence.....	Marquette, Mich.	\$6,900.00
Government lots, 3, 4, 5, 6, 7 and 8.....	Dwellings.....	Marquette, Mich.	46.68
Champion Street lots.....	Vacant.....	Marquette, Mich.	300.00
Chamberlain Street lots.....	Vacant.....	Marquette, Mich.	570.00
Front Street lot.....	Vacant.....	Marquette, Mich.	1,100.00
Kitchi lots.....	Vacant.....	Kitchi, Mich.	326.71
Ewen lots.....	Vacant.....	Ewen, Mich.	292.92
Matchwood lots.....	Vacant.....	Matchwood, Mich.	490.50
Gladstone lots.....	Vacant.....	Gladstone, Mich.	10,055.00
Rails and fastenings loaned to Lake Superior Iron & Chem. Co.....	.....	Newberry, Mich.	28,977.84
Holt Lumber Co.....	.....	Michigan.....	17,451.79
Edw. Hines Lumber Co.....	.....	Wisconsin.....	25,824.02
Claussen Bros.....	.....	Michigan.....	924.21
Total.....	.....	.....	\$93,259.67



(Page 83.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stock issued. 7. All new funded debt issued. 8. All changes in the respondent's holding of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

7. Equipment Trust Notes amounting to \$388,000.00 were issued and sold during the year and proceeds applied in part payment of 103 flat cars, 400 ore cars and 15 locomotives.

8. Mineral Range Railroad Company's Equipment Notes owned by this company amounting to \$28,645.56 were paid during the year.

\$10,200.00 par value of Lake Superior Terminal Transfer Railway Company's Stock was received during the year in exchange for same amount of advances previously made.

10. Car Trust Obligations amounting to \$120,800.00 were retired during the year.

## DULUTH TERMINAL RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Duluth Terminal Railway Company.
2. Date of organization. August 17, 1887.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Title one, of chapter 34 of the General Statutes of 1878 of the state of Minnesota and the acts amendatory thereof.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
C. R. Gray .....	St. Paul, Minn. ....	October 1912 or until successor is elected.
J. M. Gruber .....	St. Paul, Minn. ....	
R. A. Jackson .....	St. Paul, Minn. ....	
E. C. Lindley .....	St. Paul, Minn. ....	
L. E. Katsenbach .....	St. Paul, Minn. ....	

## PRINCIPAL OFFICERS

Title	Name	Official Address
President .....	C. R. Gray .....	St. Paul, Minn.
Vice-President .....	J. M. Gruber .....	St. Paul, Minn.
Secretary-Treasurer .....	L. E. Katsenbach .....	St. Paul, Minn.
Comptroller .....	G. R. Martin .....	St. Paul, Minn.
Assistant Comptroller .....	F. H. Parker .....	St. Paul, Minn.
General Manager .....	G. H. Emerson .....	St. Paul, Minn.
Assistant General Manager .....	B. Lantry .....	Superior, Wis.

Officer to whom correspondence concerning this report should be addressed. Name, G. R. Martin; title, Comptroller; address, St. Paul, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 10, 1912.
2. Date of last closing of stock books before end of year for which this report is made. September 19, 1912.
3. Total number of stockholders of record at the date required in answer to Question 2. 6.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.

If control was so held, state:

- (a) The form of control, whether sole or joint. Sole.
- (b) The name of the controlling corporation or corporations. Great Northern Ry. Co.
- (c) The manner in which control was established; Registered ownership of majority of outstanding capital stock.
- (d) The extent of control; Registered ownership of 3991 shares out of a total of 4000 shares of capital stock issued and outstanding.
- (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? Not to my knowledge.

(Page 15-B)

**TRACKS OPERATED.**  
(For Switching and Terminal Companies.)  
**List of Tracks the Operations of Which Are Included in This Report.**

In giving descriptions below, observe the following classification and order:

1. Tracks owned by respondent.
2. Tracks operated by respondent but owned by another carrier, control being secured through stock ownership.
3. Tracks operated under lease for specified sum.
4. Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Tracks operated under trackage rights.

NAME OF OWNER	Location	Character of Business	MILES OF TRACK		
			Main Track	Yard Tracks and Sidings	Total
Duluth Terminal Ry. Co.....	In Duluth, Minn.....	Furnishing terminal facilities to other railway companies.....	1.82	4.47	6.29
Total.....			1.82	4.47	6.29

**MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES**

STATE OR TERRITORY	LINE OWNED		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Track	Yard Tracks and Sidings			Iron	Steel
Minnesota.....	1.82	4.47	6.29	.68		6.29
Total mileage owned.....	1.82	4.47	6.29	.68		6.29

## THE GREAT NORTHERN RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Great Northern Railway Company.
2. Date of organization. Incorporated March 1, 1856 as Minneapolis and Saint Cloud Railroad Company. Name changed to Great Northern Railway Company September 16, 1889.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Acts of March 1, 1856, chapter CLX; February 23, 1864, chapter V; February 11, 1865, chapter III; February 28, 1865, chapter IV; March 5, 1869, chapter LVI; March 6, 1869, chapter LIII; March 2, 1870, chapter LII; March 11, 1879, chapter CCCXXV; March 7, 1881, chapter 123; March 10, 1885, chapter 81.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
R. A. Jackson.....	St. Paul, Minn.....	October, 1913
William B. Dean.....	St. Paul, Minn.....	October, 1913
Samuel Thorne.....	New York, N. Y.....	October, 1913
James J. Hill.....	St. Paul, Minn.....	October, 1914
Frederick Weyerhaeuser.....	St. Paul, Minn.....	October, 1914
Louis W. Hill.....	St. Paul, Minn.....	October, 1914
Carl R. Gray.....	St. Paul, Minn.....	October, 1912
W. H. Dunwoody.....	Minneapolis, Minn.....	October, 1912
E. T. Nichols.....	New York, N. Y.....	October, 1912

## PRINCIPAL OFFICERS

Title	Name	Official Address
Chairman of the Board.....	Louis W. Hill.....	St. Paul, Minn.
President.....	Carl R. Gray.....	St. Paul, Minn.
Vice President.....	R. A. Jackson.....	St. Paul, Minn.
Vice President.....	E. T. Nichols.....	New York, N. Y.
Vice President.....	J. M. Gruber.....	St. Paul, Minn.
Vice President.....	W. P. Kenney.....	St. Paul, Minn.
Secretary and Assistant Treasurer.....	L. E. Katzenbach.....	St. Paul, Minn.
Treasurer and Asst. Secretary.....	E. T. Nichols.....	New York, N. Y.
General Solicitor.....	E. C. Lindley.....	St. Paul, Minn.
General Counsel.....	R. A. Jackson.....	St. Paul, Minn.
Comptroller.....	G. R. Martin.....	St. Paul, Minn.
Assistant Comptroller.....	F. H. Parker.....	St. Paul, Minn.
Auditor.....	F. E. Draper.....	St. Paul, Minn.
Assistant Auditor.....	W. H. Fortier.....	Spokane, Wash.
General Manager.....	G. H. Emerson.....	St. Paul, Minn.
Chief Engineer.....	Ralph Budd.....	St. Paul, Minn.
General Superintendents—		
Lake district.....	J. H. Taylor.....	Superior, Wis.
Eastern district.....	F. Bell.....	St. Paul, Minn.
Central district.....	C. O. Jenks.....	Great Falls, Mont.
Western district.....	W. D. Scott.....	Seattle, Wash.
General Superintendent of Transportation.....	W. C. Watrous.....	St. Paul, Minn.
General Passenger Agent.....	H. A. Noble.....	St. Paul, Minn.
Rw., Tax and Land Commissioner.....	James T. Maher.....	St. Paul, Minn.

Officer to whom correspondence concerning this report should be addressed: Name, G. R. Martin; title, Comptroller; Address, St. Paul, Minn.

## EXPLANATORY REMARKS

(Page 6.)  
Other parties to agreement for joint control—

St. Paul Union Depot Co. and Minnesota Transfer Ry. Co.  
 Northern Pacific Ry. Co., Chicago, St. Paul, Minneapolis & Omaha R. R. Co., Chicago Great Western R. R. Co., Chicago, Burlington & Quincy R. R. Co., Minneapolis & St. Louis R. R. Co., Minneapolis, St. Paul & Sault Ste. Marie Ry. Co., Chicago, Rock Island & Pacific Ry. Co., Chicago, Milwaukee & St. Paul Ry. Co.

## (Page 7.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME		CONTROL				If Indirect, Name of Intermediary Through Which Control is Established	Other Parties to Agreement for Joint Control
Sole or Joint	How Established	Extent	Direct or Indirect				
Active Corporations:							
Duluth Terminal Ry. Co.	Sole	Ownership of Stock.	100%	Direct		Nor. Pacific Ry. Co.	
Midland Ry. Co. of Manitoba	Joint	"	50%	"			
Manitoba Great Northern Railway Co.	"	"	100%	"			
Brandon, Saskatchewan & Hudson Bay Ry. Co.	"	"	100%	"			
Crows Nest Southern Ry. Co.	"	"	100%	"			
Kootenai Valley Ry. Co.	"	"	100%	"			
Bedlington & Nelson Ry. Co.	"	"	100%	"			
Nelson & Ft. Sheppard Ry. Co.	"	"	100%	"			
Red Mountain Ry. Co.	"	"	100%	"			
Vancouver, Victoria & Eastern Ry. & Nav. Co.	"	"	100%	"			
New Westminster So. Ry. Co.	"	"	100%	"			
Minneapolis Western Ry. Co.	"	"	100%	Indirect	Brandon, Devils Lake & Southern Ry. Co.		
Farmers' Grain & Shipping Co.	"	"					
Great Northern Steamship Co.	"	"	100%	Direct			
Northern Steamship Co.	"	"	100%	"			
Brandon Dev. Lake & Southern Ry.	"	"	100%	"			
Montana Eastern Ry. Co.	"	Adv. & Sub. to Stock	100%	"			
Great Falls & Teton County Ry. Co.	"	Ownership of Stock	100%	"			
Idaho Central Ry. Co.	"	"	100%	"			
St. Paul Union Depot Co.	Joint	"	100% 3%	Indirect	St. P. M. M. Ry. Co., N. P. Ry. Co., C. St. P. M. & O. Ry. Co., D. S. S. & A. Ry. Co.	See Note, page 6.	
Lake Superior Terminal & Transfer Ry. Co.	"	"					
Minnesota Transfer Ry. Co.	"	"	100%	Direct		See Note, page 6.	
Chicago, Burlington & Quincy R. R. Co.	"	"	48 1/2%	"		North'n Pacific Ry. Co. & Other Stockholders	
Spokane, Portland & Seattle Ry. Co.	"	"	50%	"		North'n Pacific Ry. Co. & Other Stockholders	
Spokane & Inland Empire Ry. Co.	"	"	27 1/2%	"		North'n Pacific Ry. Co. & Other Stockholders	
Victoria Terminal Ry. & Ferry Co.	"	"	100%	"			
Victoria & Sidney Ry. Co.	Sole	Stock Subscriptions	100%	"			
		Ownership of Stock					

## (Page 9.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT

NAME Inactive Corporations	CONTROL					
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect Name of Intermediary through which Con- trol is Established	Other Parties to Agreement for Joint Control
Duluth, Superior & Western Terminal Co. ....	Sole	Stock Ownership	100%	Direct	.....	.....
International Navigation & Trading Co., Ltd. ....	"	"	"	"	.....	.....
Kaslo & Lard-Duncan Ry. Co. ....	"	"	"	"	.....	.....
Pentiction Ry. Co. ....	"	"	"	"	.....	.....

## (Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 10, 1912.
2. Date of last closing of stock books before end of year for which this report is made. January 10, 1913.
3. Total number of stockholders of record at the date required in answer to Question 2. 18,327.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

## (Page 13.)

## ROAD OPERATED—ENTIRE LINE.

[For Companies (Other Than Switching and Terminal) Making Operating Reports.]  
Name of Every Railway Company the Operations of Which are Included in This Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Class of Road Named
	From	To	
A. Main Line.....	St. Paul, via Barnesville.....	International Boundary at Noyes, including line to St. Vincent Superior.....	392.72 133.84
	Coon Creek Junction.....	Milaca, Minn.....	31.81
	In Duluth, Minn.....	Brook Park, Minn.....	68.30
	Elk River.....	Willmar, Minn.....	55.56
	East St. Cloud.....	Cass Lake, Minn.....	140.00
	St. Cloud.....	Tintah, Minn.....	32.01
	Sauk Center.....	Pelican Rapids, Minn.....	21.65
	Evansville.....	Grand Forks, N. D.....	100.13
	Fergus Falls.....	Redland, Minn.....	66.05
	Barnesville, Minn., via Fargo.....	Devils Lake, N. D.....	399.00
	Minneapolis, Minn., via Willmar, Breckenridge and Casselton.....	St. Cloud, Minn.....	63.08
	Clearwater Junction.....	Hutchinson, Minn.....	43.90
	Spring Park Junction.....		
	Willmar, Minn., via Carleton, S. D.....	Sioux City, Iowa.....	224.43
	Garretson.....	Yankton, S. D.....	80.94
	Benson, Minn.....	Huron, S. D.....	161.49
	Morris.....	Traverse Lake, Minn.....	161.49
	Yarmouth, Minn.....	Forbes, N. D.....	48.60
	Rutland, N. D.....	Aberdeen, S. D.....	118.43
	Walperton, N. D.....	Moorhead, Minn.....	63.91
	Casselton.....	Larimore, N. D.....	43.48
	Mason Jet.....	Portland Jet, N. D.....	74.67
	Aloues, Wis.....	Redland, Minn.....	32.62
	Brookston.....	Ellis, Minn.....	264.50
	Swan River.....	Hibbing, Minn.....	46.51
	Kelly Lake.....	Fernov, Minn.....	30.02
	Kelly Lake.....	Gunn, Minn.....	23.40
	Kelly Lake.....	Exmore, Minn.....	31.34
	Emmert.....	Chisholm, Minn.....	9.69
	Crisholm.....	Virginia, Minn.....	2.45
	Red Lake Falls.....	Warroad, Minn.....	17.33
	Crookston, Minn.....	Seattle, Wash.....	104.38
	Fargo.....	Surrey, N. D.....	1,531.35
	Grand Forks.....	International Boundary at Neche, N. D.....	226.07
	Grafton.....	International Boundary at Wal- halla, N. D.....	81.35 53.44

## ROAD OPERATED—ENTIRE LINE—Continued.

Name	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
A. Main Line..... The Great Northern Railway Co.	Larimore.....	Hannah, N. D.....	94.56	
	Lakota.....	Stables, N. D.....	73.13	
	Churchs Ferry.....	International Boundary at St. Johns, N. D.....	59.08	
	York.....	Dunseith, N. D.....	42.27	
	Rugby.....	Antler, N. D.....	80.84	
	Towner.....	Maxbass, N. D.....	46.10	
	Granville.....	Sherwood, N. D.....	61.82	
	Berthold.....	Crosby, N. D.....	89.16	
	Stanley.....	Widrose, N. D.....	50.75	
	Painville.....	Plentywood, Mont.....	53.19	
	Stoughton.....	Gilman, Mont.....	40.28	
	Shelby.....	Great Falls, Mont.....	97.33	
	Moccasin.....	Lewistown, Mont.....	30.27	
	Virden.....	International Boundary at Sweet Grass, Mont.....	36.54	
	Columbia Falls.....	Marion, Mont.....	40.99	
	Kalspell.....	Somers, Mont.....	10.45	
	Rexford.....	Int. Boundary at Gateway, Mont.....	8.86	
	Dean.....	Int. Boundary at Vaueta, D. C.....	125.87	
	Northport.....	Int. Boundary at Paterson, D. C.....	27.49	
	Marston.....	Int. Boundary at Laurier, Wash.....	31.70	
	Int. Boundary at Danville.....	Republic, Wash.....	1.70	
	Carl, Wash.....	Int. Boundary at Midway.....	31.52	
	Int. Boundary near Mobson.....	Int. Boundary near Chopla, Wash.....	48.46	
	Columbia River.....	Manfield, Wash.....	66.62	
	Monroe.....	Tolt, Wash.....	17.81	
	Elbert.....	Int. Boundary at Blaine, Wash.....	89.61	
	Blaircrest.....	International Boundary.....	9.09	
	Anacortes.....	Rockport, Wash.....	57.72	
	Pacific Junction.....	Butte, Mont.....	290.80	
	Great Falls.....	Ct. No. 1st, Mont.....	223.30	
	Arminston.....	Neihart, Mont.....	38.34	
	Garber.....	Stockett, Mont.....	8.42	
	Lewis.....	Sand Coulee, Mont.....	2.39	
	Total.....			6,762.86



## ROAD OPERATED—ENTIRE LINE—Continued.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
B. Branches and Spurs.....	East St. Cloud.....	State Fair Grounds, St. Paul, Minn.	64	
	.....	Sauk Rapids, Minn.....	2.13	
	.....	Dam, St. Cloud, Minn.....	2.57	
	.....	Quarries, Sandstone, Minn.....	2.67	
	Hopkins Junction.....	Hopkins, Minn.....	3.57	
	Addison.....	Chaffee, N. D.....	1.78	
	.....	Chinmodore Mine.....	1.66	
	.....	Kimberly Hawkins Mine.....	1.86	
	.....	Crosby Mine.....	1.56	
	.....	Stevenson Mine.....	3.95	
	.....	Washington Mine.....	2.00	
	.....	Webb-Lima Mine.....	2.17	
	On Mesabi Range.....	Albany Mine.....	.95	
	.....	Montrose Mine.....	.78	
	.....	Croton Mine.....	1.35	
	.....	Bray Mine.....	1.44	
	.....	Kilgus Mine.....	1.20	
	.....	Wylie, Minn.....	7.49	
	St. Hilaire.....	Spokane, Wash.....	4.30	
	Old Line Hilliard.....	Eureka Gulch, Wash.....	9.80	
	Republic.....	.....	1.99	
2. Line operated by respondent, but owned by another corporation:	Fidelity Lumber Spur, Idaho.....	.....	1.96	
	Fair Grounds Spur, Great Falls, Mont.....	.....	5.13	
	B. & M. Smelter Branch, Great Falls, Mont.....	.....	6.67	
	Fair Grds Spur, Helena, Mont.....	.....	3.32	75.97
	Mountain View Mine, Butte, Mont.....	.....		6,838.83
	Total Owned.....	.....		
	Duluth Terminal Ry.....	Duluth, Minn.....	1.82	
	Midland Ry. Co. of Manitoba.....	St. James Jct., near Wilkes Ave.....	6.40	
	Manitoba & Great Northern Ry. Co.....	Int. Boundary at Gretna, Man.....	76.52	
	.....	Int. Boundary near Hasket, Man.....	15.25	
Brandon, Saskatchewan & Hudson's Bay Ry.....	.....	Int. Boundary near Bannerman.....	69.45	
	Crow's Nest Southern Railway.....	Int. Boundary at Gateway.....	74.18	
	Kootenai Valley Railway.....	Bonnets Ferry, Idaho.....	25.79	
	Bedlington & Nelson Railway.....	International Boundary.....	12.04	
	.....	Wilkes, B. C.....		

2. Line operated by respondent, but owned by another corporation:

Duluth Terminal Ry.....  
 Midland Ry. Co. of Manitoba.....  
 Manitoba & Great Northern Ry. Co.....

Brandon, Saskatchewan & Hudson's Bay Ry.....  
 Crow's Nest Southern Railway.....  
 Kootenai Valley Railway.....  
 Bedlington & Nelson Railway.....



(Page 15.) ROAD JOINTLY OWNED OR ROAD JOINTLY LEASED.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line included in preceding Table
	From	To		
Northern Pacific Ry. and Gt. Northern Ry. Companies.....	In Seattle, Wash: .....	.....	2.26	2.26
	Side track: .....	.....	9.86	
Oregon, Washington R. R. & Nav. Co. and G. N. Ry. Co..	In Seattle, Wash.: .....	.....	5.03	
	Side track: .....	.....		

(Page 16A.)

ROAD OPERATED—STATE OF MINNESOTA  
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
The Great Northern Railway Co.				
1. A. Main Line.....	St. Paul, via Barnesville.....	International Boundary at Noves including track to St. Vincent, Minn.....	392.72	
	Coon Creek Junction.....	Wisconsin state line.....	112.01	
	In Duluth, Minn.....	Milaca, Minn.....	31.81	
	Elk River, Minn.....	Brook Park, Minn.....	58.30	
	East St. Cloud, Minn.....	Willmar, Minn.....	55.56	
	St. Cloud, Minn.....	Cass Lake, Minn.....	140.00	
	Sauk Centre, Minn.....	Tintah, Minn.....	32.01	
	Evansville, Minn.....	Pelican Rapids, Minn.....	21.65	
	Fergus Falls, Minn., via Fargo.....	Grand Forks, N. D.....	22.79	
	Barnesville, Minn., via Fargo.....	Redland, Minn.....	66.05	
	Minneapolis, Minn., via Willmar and Breckenridge.....	North Dakota state line.....	208.40	
	Clearwater Jct.....	St. Cloud, Minn.....	63.08	
	Spring Park Junction.....	Hutchinson, Minn.....	45.90	
	Willmar, Minn.....	South Dakota state line, including track South Dakota state line to Iowa state line.....	133.91	
	Benson, Minn.....	South Dakota state line.....	46.18	
	Morris, Minn.....	Traverse Lake, Minn.....	48.60	
	Yarmouth, Minn.....	North Dakota state line.....	9.18	
	North Dakota state line.....	North Dakota state line.....	36.80	
	Wisconsin state line.....	Moorhead, Minn.....	247.94	
	Brookston, Minn.....	Redland, Minn.....	46.51	
	Swan River, Minn., via Hibbing.....	Ellis, Minn.....	47.45	
	Kelly Lake, Minn.....	Virginia, Minn.....	23.40	
	Kelly Lake, Minn.....	Fernox, Minn.....	31.34	
	Kelly Lake, Minn.....	Gunn, Minn.....	9.69	
	Kelly Lake, Minn.....	Exmore, Minn.....	3.45	
	Emmett.....	Chisholm, Minn.....	104.38	
	Red Lake Falls, Minn.....	Warroad, Minn.....	23.60	
	Crookston, Minn.....	North Dakota state line.....		

2,081.00

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA—Continued  
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
<b>1 A. Main Line</b> .....				
<b>B. Branches and Spurs</b>				
	State Fair Ground Spur, St. Paul, Minn.....	Sauk Rapids, Minn.....	64	
	East St. Cloud, Minn.....	Dam St. Cloud, Minn.....	2.13	
		Quarries, Minn.....	2.57	
	Hopkins, Minn.....	Hopkins, Minn.....	2.61	
		Commodore Mine.....	3.57	
	On Mesabi Iron Range.....	Kinney-Hawkins Mine.....	1.66	
	On Mesabi Iron Range.....	Cresley-Mine.....	1.88	
	On Mesabi Iron Range.....	Stevenson Mine.....	1.58	
	On Mesabi Iron Range.....	Mahoning Mine.....	3.95	
	On Mesabi Iron Range.....	Webb-Laura Mine.....	2.00	
	On Mesabi Iron Range.....	Albany Mine.....	2.17	
	On Mesabi Iron Range.....	Monroe Mine.....	.96	
	On Mesabi Iron Range.....	Croxtan Mine.....	.78	
	On Mesabi Iron Range.....	Kinney Mine.....	1.35	
	On Mesabi Iron Range.....	Bray Mine.....	1.29	
	St. Hilaire, Minn.....	Wylie, Minn.....	1.44	
			7.49	37.02
<b>Total owned</b> .....				2,098.11
<b>2. Duluth Terminal Railway</b> .....	Duluth, Minn.....		1.82	1.82
<b>5. Northern Pacific Railway</b> .....	In Duluth.....		.30	
	Tilden Junction.....	Red Lake Falls, Minn.....	10.57	
	At Chisholm, Minn.....		.24	
	At Albany, Minn.....		.65	
	Depot Tracks, St. Paul, Minn.....		.55	
	Depot Tracks, Duluth, Minn.....		.19	
<b>Total mileage operated</b> .....				12.50
				2,112.43

## (Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY

## A. Auxiliary (or Outside) Operations

DESIGNATION	Character of Business	Title	State or Territory
Sleeping Cars.....	.....	Owned	Entire system.
Parlor and Chair Cars.....	.....	Owned	Entire system.
Stocking Cars.....	.....	Owned	Entire system.
Stocking Pass Depot.....	Restaurant.....	Owned	Washington.
Stocking Pass Depot.....	Restaurant.....	Leased	Washington.
Belton Chalet.....	Hotel.....	Owned	Montana.
Glacier Park Camps.....	Hotel.....	Owned	Montana.
Grain elevator.....	Elevator.....	Owned	Minnesota.
Boarding camps' outfits.....	.....	Owned	Williston, N. D.—West.

## B. Miscellaneous Investments—Physical Property

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	Net Investment
Real estate, etc.....	.....	Wisconsin.....	\$253,155.74
Real estate, etc.....	.....	Minnesota.....	2,504,315.39
Real estate, etc.....	.....	Montana.....	61,066.70
Real estate, etc.....	.....	Washington.....	1,765,226.38
Real estate, etc.....	.....	Canada.....	180,553.48
Real estate, etc.....	.....	North Dakota.....	23,793.20
Lands (granted).....	.....	Minnesota.....	82,386.04
Furniture in boarding house in Allouez.....	.....	Montana.....	635.49
Tie treating plant at Somers.....	.....	Washington.....	22,067.37
Telegraph line, Boundary to St. James Jct., Winnipeg, Man.....	.....	Wisconsin.....	1,853.72
Detention house, Emerson.....	.....	Manitoba.....	260.19
Boarding camp outfits.....	.....	Manitoba.....	4,000.00
Track material loaned to industries.....	.....	.....	212,030.36
Total.....	.....	.....	\$5,111,344.06

(Page 18.)

## EXPLANATORY REMARKS

Note—Mississippi, Hill City & Western Ry. Co. also granted right to operate trains between Swan River and Mississippi, Minn., in consideration of maintaining the property, the Great Northern reserving the privilege of using the line, but this right not availed of during the past year.

(Page 19.)

## ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT

NAME OF OWNING COMPANY	Miles of Line	LEASE OR AGREEMENT			
		Date	TERM.		Concise Summary of Provisions
			From	To	
Wisconsin Steel Co.....		Mar. 20, 1913	Hawkins Mill	Hawkins Mine washing plant.	Lease of tracks and right of way and appurtenances, for a period of five years from April 1, 1913. Annual rental \$4,440.00.

## ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT

NAME OF OPERATING COMPANY	MILES OF LINE	LEASE OR AGREEMENT			
		Date	Term		Concise Summary of Provisions
			From	To	
Swan River Logging Co, Ltd.....	6.24	Dec. 9, 1909	Nov. 1, 1909	Completion of certain logging contracts Nov. 28, 1916	\$150.00 per month. See note page 18.
Lake Whatoom Logging Co.....	11.42	Nov. 28, 1906	Nov. 28, 1906		Rental \$1.00 per annum and taxes not to exceed \$250.00 per year, also cost of maintaining and keeping tracks in repair.

(Page 82.)

## EXPLANATORY REMARKS

Balance sheet item B39:

St. P. M. & M. Co. Dakota Ext. Bonds.....	Date of Issue Nov. 1, 1890	Maturity Nov. 1, 1910	Total Authorised \$6,000,000.00	Total Outstanding \$2,000.00
Spokane Falls & Nor. Ry. Co. Debentures.....	July 1, 1897	July 1, 1902	281,200.00	11,200.00

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

1. Great Northern Railway Company:		
October 1, 1912, Fargo to Surrey, N. D., constructed.....	226.07 miles	
December 2, 1912, Vaughn to Gilman, Mont., constructed.....	40.23 miles	
December 8, 1912, Moccasin to Lewistown, Mont., constructed.....	30.27 miles	
Total new line constructed.....		296.62 miles
January 1, 1913, at Allouez, Wis., line formerly owned by The Allouez Bay Dock Company, purchased.....	92 miles	
Nov. 8, 1912, Monroe to Tolt, Wash., line formerly owned by the Everett & Cherry Valley Traction Co., purchased.....	17.84 miles	
Midland Railway Company of Manitoba:		
December 31, 1912, additional tracks in Winnipeg, Man., constructed.....	.35 miles	
Vancouver, Victoria & Eastern Railway & Navigation Co.:		
August 15, 1912, Abbotsford to Kilgord, B. C., constructed.....	4.52 miles	
Total.....		320.25 miles
2. Great Northern Railway Company:		
July 1, 1912, Minneapolis, Minn., passenger station "Y" track removed.....	16 miles	
May 1, 1913, Forest Mine Spur, Minn., portion removed and balance transferred to side track mileage.....	2.36 miles	
October 1, 1912, Fargo, N. D., change in connection tracks with Northern Pacific Ry., removed.....	.21 miles	
April 17, 1913, Ripon to Mason Junction, N. D., removed.....	8.47 miles	
May 23, 1913, White Earth to Togo, N. D., revision of line.....	.42 miles	
July 1, 1912, Summit to Java, Mont., revision of line.....	.15 miles	
May 1, 1913, Sand Point to Albany Falls, Idaho, revision of line.....	.16 miles	
July 1, 1912, Berne, Wash., revision of line.....	.22 miles	
July 1, 1912, Seattle to Everett, Wash., revision of line.....	.12 miles	
Bedlington & Nelson Railway Company:		
June 18, 1913, line Sirdar Junction to Kuskanook, B. C., removed.....	3.26 miles	
Everett & Cherry Valley Traction Company:		
November 8, 1912, Monroe to Tolt, Wash., line sold to the Great Northern Ry. Co., see answer 1 above.....	17.84 miles	
Trackage rights surrendered:		
January 5, 1913, Northern Pacific Ry. Co. tracks, Casselton to Fargo, N. D.....	19.06 miles	
Total.....		52.43 miles
3. April 6, 1913, second track, Congo to Wawina, Minn., constructed.....	23.39 miles	
July 1, 1912, second track, Minneapolis, Minn., removed.....	.16 miles	
See also sundry changes in lines included in answers 1 and 2.		
Lease of tracks at Hawkins Mine, Minn., and equipment from Wisconsin Steel Co. for period of five years from April 1, 1913. (See page 19.)		
Trackage rights surrendered:		
January 6, 1913, from Northern Pacific Railway Company, for use of tracks, Casselton to Fargo, N. D.		



6. Resolution adopted by the Board of Directors at meeting held December 4, 1912, authorizing increase of \$21,000,000.00 in capital stock. Proceeds to be used to pay for additional equipment, for extensions of, additions to and improvements of the properties of the company for the acquisition by construction, by the purchase of their capital stock, bonds or other securities of such lines of railway and property, including the lines of railway of the Montana Eastern Railway Company as the directors from time to time may decide to be necessary.

The action of the directors was ratified by the stockholders and there was received as subscription to the new stock June 30, 1913, \$12,958,546.00.

7. Great Northern Railway Company's First and Refunding Gold Bonds, Series "A" 4½ per cent, issued during the year and held in treasury of company at the close of the year:

October 11, 1912	\$12,000.00
November 25, 1912	9,000.00
June 30, 1913	11,225,000.00
	<b>\$11,246,000.00</b>

These bonds were issued in accordance with the provisions of the mortgage of May 1, 1911, explained in statement attached to page 43 of report for the year ended June 30, 1911, as follows:

Under the provisions of section 4 of article 2, and in partial reimbursement of the expenditures made by the company, for the construction of additional lines, the purchase and construction of additional equipment and additions to and betterments of existing property: Years 1912 and 1913, 2 years at \$3,000,000 per year, issued.

(Due bill for \$6,000,000.00 issued by trustee.)

Under the provisions of section 5, of article 2, and in reimbursement of the amount expended by the company in the purchase of the following shares of stock:

	Shares	Cost	Bonds Authorised	
Due bill of trustee for . . . . .			\$971.56	
October 11, 1912, Lake Superior Ter. & Tr. Co. . . . .	120	\$12,000.00	11,967.03	12,000.00
Rate of issue 100-275% . . . . .				
November 25, 1912, Lake Superior Ter. & Tr. Co. . . . .	84	8,400.00	8,378.73	9,000.00
Rate of issue 100-253% . . . . .				
April 22, 1913, The Algonqu Bay Dock Co. . . . .	40,000	4,500,000.00	4,542,105.32	
Rate of issue 90-073% . . . . .				
Due bill issued by trustee . . . . .			682,930.13	5,225,000.00
June 30, 1913, Kootenai Valley Ry. Co. . . . .	12,200	666,710.54		
Rate of issue 97-625% . . . . .				
Due bill issued by trustee . . . . .				
Issued . . . . .	52,404	\$5,187,110.54	\$5,246,352.77	
Balance available for issue and total . . . . .			5,246,000.00	
			\$352.77	\$11,246,000.00

It is provided by section 6, of article 2, of the mortgage, that bonds issued in reimbursement of expenditures such as those above mentioned, shall be such an amount which, at a price not less than the average for which such bonds shall have been sold on the New York Stock Exchange during the previous calendar month, shall equal the amount of the expenditures to be reimbursed.

It not being convenient, at this time, for the company to prepare, execute and deliver to the Bankers Trust Co., definite bonds for authentication, due bills as indicated above have, from time to time, been accepted by the company, pending the actual issue of the First and Refunding Bonds. These due bills in our accounts have been treated as bonds issued, pending the actual issue of same.

8. Stocks of proprietary, affiliated and controlled companies pledged:  
The following shares of stock were purchased during the year and pledged with the trustee of the company's First and Refunding Gold Bond Mortgage,  
as shown in answer to question 7, above.

Company	Number of Shares	Par Value	Cost
August 7, 1912, Lake Superior Ter. & Tr. Co.	120	\$12,000.00	\$12,000.00
November 7, 25, 1912, Lake Superior Ter. & Tr. Co.	84	8,400.00	8,400.00
April 17, 1913, Allouez Bay Dock Co.	40,000	4,000,000.00	4,500,000.00
June 8, 1913, Kootenai Valley Railway Co.	12,200	1,220,000.00	666,710.54
<b>Total</b>		<b>\$5,240,400.00</b>	<b>\$5,187,110.64</b>

  

MARKETABLE SECURITIES—STOCKS			Book Value
January 17, 1913, Duluth, Superior & Western Ter. Co.		Par Value	\$1,999,500.00
All the stock of this company was disposed of during this year, with the exception of 5 shares, par value \$500.00. This stock is shown in this report under the caption "Railway Companies—Inactive."			
Le Roi Mining Co., Ltd. (in liquidation.)			
Dec. 18, 1912, distribution of 18. 6d. per share, or 10,778-15-0 at \$4.8484 exchange.			8,600.00
<b>Total</b>		<b>\$1,999,500.00</b>	<b>\$2,008,100.00</b>

  

BONDS			Book Value
June 16, 1913, Minnesota Transfer Ry. Co.		Par Value	\$4,000.00
May 5, 1913, Montana Western Ry. Co.			165,000.00
December 9, 1912, Spokane, Portland & Seattle Ry. Co.		6,355,000.00	4,448,000.00
<b>Total</b>		<b>\$6,524,000.00</b>	<b>\$4,617,000.00</b>

  

REDUCTIONS—Bonds redeemed by issuing company—			Book Value
January 24, 1913, Post Intelligence Co.		\$50,000.00	\$50,000.00

  

MISCELLANEOUS SECURITIES OTHER THAN RAILWAY COMPANIES			Book Value
Loans Paid		Par Value	
Bonners Ferry & Kaslo Nav. Co.—		\$36,000.00	\$1.00
June 30, 1913, written off as worthless.			
Joseph Sellwood, note dated February 12, 1902—			
June 30, 1913, written off as being uncollectible.		10,000.00	10,000.00
W. D. Hofius, transferred to—			
September 19, 1912, Cyrus F. Clapp, cash.		10,000.00	
January 7, 1913, Cyrus F. Clapp, cash.		26,000.00	
January 10, 1913, Frye, Bruhn & Co., cash.		12,500.00	\$12,500.00
January 10, 1913, Frye, Bruhn & Co., cash.		15,000.00	15,000.00
November 4, 1912, A. Guthrie & Thos. York, cash.		28,000.00	28,000.00
March 6, 1913, Herman Krugel, cash.		1,400.00	1,400.00
September 25, 1912, William C. Haley, cash.		5,000.00	5,000.00
November 4, 1912, J. H. Flaes Paper Co., cash.		4,000.00	4,000.00
November 11, 1912, J. S. Goldsmith, cash.		5,500.00	5,500.00
August 31, 1912, Geo. L. Dewey, cash.		100.00	100.00
May 8, 1913, Geo. L. Dewey, cash.		50.00	50.00
<b>Total reduction</b>		<b>\$152,550.00</b>	<b>\$81,551.00</b>

**New Loans Made—**

October 31, 1912, Sylvester Bros.....	\$21,171.64	\$21,171.64
February 3, 1913, Leicle Canal Co.....	1,617.00	1,617.00
November 1 and December 6, 1909, Grand Forks City Warrants*	11,500.00	11,500.00
September 17, 1912, Grand View Land & Trust Co.....	60,000.00	1.00
May 31, 1913, City of Anacortes, Land and Improvement Bonds.....	7,000.00	7,000.00
<b>Total.....</b>	<b>\$101,288.64</b>	<b>\$41,289.64</b>
<b>Net decrease.....</b>	<b>\$51,261.36</b>	<b>\$40,261.00</b>

\*Omitted in error from last year's report.

**Company**

January 1, 1913, Midland Ry. Co. of Manitoba.....	Unpledged	Number of Shares 21,450	Par Value \$2,145,000.00	Cost \$2,145,000.00
---	-----------	----------------------------	-----------------------------	------------------------

**STOCKS OF COMPANIES NOT PROPRIETARY, AFFILIATED OR CONTROLLED, HELD FOR INVESTMENT****Unpledged**

<b>Montana Eastern Railway Company:</b>	Par Value	Cost
December 4, 1912, 10% subscription to \$2,500,000.....	\$250,000.00	\$250,000.00
Great Falls & Teton County Railway Company—		
October 31, 1912, 10% subscription to \$24,700.....	2,470.00	2,470.00
<b>Idaho Central Railway Company—</b>		
October 14, 1912.....	20,000.00	20,000.00
<b>Somers Lumber Company—</b>		
September 9, 1912.....	25,000.00	50,000.00
<b>Total.....</b>	<b>\$297,470.00</b>	<b>\$322,470.00</b>

**MARKETABLE SECURITIES—STOCKS**

April 25, 1913, St. Paul Foundry Co.....

\$118,400.00

\$118,400.00

**Stocks Disposed of During Year**

<b>Stocks of proprietary, affiliated and controlled companies—</b>		
February 28, 1913, Kootenai Valley Railway Co.....	\$1,220,000.00	\$656,000.00
(Sold, but afterwards reacquired and pledged under the company's First and Refunding Gold Bond Mort.)		
June 30, 1913, Duluth, Superior & Western R. Co.....	322,664.88	1.00
(Written off as company is out of business, has no assets and stock is worthless.)		
June 30, 1913, Duluth, Mississippi River & Nor. R. Co.....	4,800.00	1.00
(Written off as company is out of business, has no assets and stock is worthless.)		
April 22, 1913, The Allouez Bay Dock Co. Stock.....	4,000,000.00	4,500,000.00
(Surrendered in exchange for deed for physical property of The Allouez Bay Dock Co.)		
<b>Total.....</b>	<b>\$5,547,464.88</b>	<b>\$5,155,002.00</b>

## STOCKS OF COMPANIES NOT PROPRIETARY, AFFILIATED OR CONTROLLED

	Par Value	Book Value
June 30, 1913, Duluth & Winnipeg R. R. Co.....	\$500.00	\$1.00
June 30, 1913, Washington Improvement & Development Co.....	500,000.00	1.00
(These stocks written off as companies are out of business, have no assets and same are worthless.)		
Total.....	\$500,800.00	\$2.00
9. Book values reduced—		
June 30, 1913, Great Northern Steamship Co.....		\$125,000.00
June 30, 1913, Northern Steamship Co.....		125,000.00
(Reductions made to cover depreciation of steamboat property.)		
10. St. P. M. & M. Ry. Consolidated Mortgage 4 per cent bonds, of the par value of		\$102,000.00
were redeemed during the year through the operation of the Sinking Fund and out of the net proceeds from sale of granted		
lands, as follows—		
July 5, 1912.....	\$5,000.00 costing	\$4,983.47
August 12, 1912.....	5,000.00 "	5,004.03
October 18, 1912.....	17,000.00 "	17,138.36
November 4, 1912.....	2,000.00 "	2,019.83
January 31, 1913.....	3,000.00 "	2,961.25
February 11, 1913.....	25,000.00 "	24,767.36
February 17, 1913.....	7,000.00 "	6,930.78
February 24, 1913.....	6,000.00 "	5,945.33
March 3, 1913.....	5,000.00 "	4,959.44
March 12, 1913.....	9,000.00 "	8,931.00
April 12, 1913.....	5,000.00 "	4,968.61
May 5, 1913.....	7,000.00 "	6,973.94
June 28, 1913.....	6,000.00 "	6,013.00
Total.....	\$102,000.00 costing	\$101,596.40
B39 Matured mortgage, bonded and secured debt unpaid, St. P., M. & M. Ry. Dakota Extension Bonds redeemed during the year		\$2,000.00

(Page 89.)

**CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS ENTIRELINE.**

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express Companies. 2. Mail. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

The contracts referred to in report for June 30, 1912, between the Midland Railway Company of Manitoba and the Canadian Northern Railway Company, covering running rights over the tracks of the Canadian Northern Railway Company from the International Boundary to Winnipeg, and between the Midland Railway Company of Manitoba and the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company, covering running rights over the tracks of these companies in Winnipeg to and including the use of the Union Passenger Station owned by those companies at Winnipeg, were approved by the Railway Commission of Canada during the current year and were made effective as of May 1, 1912. The contracts provide for a payment of \$38,225.00 rental per annum and car mileage proportion of operation and maintenance expenses to be paid by the Midland Railway Company, and \$1.00 for each car arriving and departing from the passenger station with a minimum charge of \$5.00 per train. Contracts run for a period of 20 years and the Midland Railway Company has the right to terminate the contract at any time by giving 30 days written notice and also cancels contract dated August 31, 1912, covers an exchange of tracks on the Great Northern Railway Company and the Duluth, Missabe & Northern Railway Company, effective August 31, 1912, covers an exchange of tracks on the Mesabi Range in Minnesota, to reach the Albany Mine. The contract covers an even exchange of use and no consideration is named. The contract is subject to termination by either party giving 30 days written notice and also cancels contract dated August 31, 1911, referred to in report for June 30, 1912.

## GREEN BAY &amp; WESTERN RAILROAD COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Green Bay & Western Railroad Co.
2. Date of organization. June 5, 1896.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Under the laws of the state of Wisconsin. Certificate filed June 3, 1896.
4. If a consolidated company, name the constituent companies. Give references to charters of each, and all amendments of same. Reorganized company.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Originally chartered April 12, 1866, as the Green Bay & Lake Pepin Railroad. Reorganized as the Green Bay & Minnesota Railroad, September 5, 1873. Sold under foreclosure of mortgage, January 20, 1881, and reorganized as the Green Bay, Winona and St. Paul Railroad. Sold under foreclosure of mortgage, June 10, 1891 and reorganized as the Green Bay & Western Railroad Company.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Chas. W. Cox.....	Milburn, N. J.....	March 13, 1914
Edgar Palmer.....	New York, N. Y.....	March 13, 1914
C. L. Blair.....	New York, N. Y.....	March 13, 1914
Wm. J. Wilson.....	New York, N. Y.....	March 13, 1914
J. A. Jordan.....	Green Bay, Wis.....	March 13, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	J. A. Jordan.....	Green Bay, Wis.
Vice President.....	Edgar Palmer.....	55 Wall St., New York
Secretary and Treasurer.....	Chas. W. Cox.....	40 Wall St., New York
General Auditor.....	J. C. Thurman.....	Green Bay, Wis.
General Manager.....	F. B. Seymour.....	Green Bay, Wis.
General Freight Agent.....	J. B. Call.....	Green Bay, Wis.
General Passenger Agent.....		

Officer to whom correspondence concerning this report should be addressed. Name, J. C. Thurman; title, general auditor; address, Green Bay, Wis.

## (Page 7.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME  Active Corporations.	CONTROL					
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect, Name of Intermediary Through Which Control is Established	Other Parties to Agreement for Joint Control
Kewaunee, Green Bay & Western R. R. Co. ....	Sole	Stock ownership.....	Majority	Direct	.....	.....
Annassee & Western Ry. Co. ....	"	"	All	"	.....	.....
Iola & Northern R. R. Co. ....	"	"	35 %	"	.....	C. B. & Q. R. R. Co.
Winona Bridge Ry. Co. ....	Joint	"			.....	

## (Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. March 13, 1913.
2. Date of last closing of stock books before end of year for which this report is made. March 1, 1913.
3. Total number of stockholders of record at the date required in answer to Question 2. 166.
4. Has each share of stock one vote? Yes, on the common stock.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913. No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

[For Companies (Other Than Switching and Terminal) Making Operating Reports.]  
Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Green Bay & Western R. R. Co.:				
A.....	Green Bay, Wis.	East Winona, Wis.	212.50	212.50
B.....	Onalaska, Wis.	La Crosse, Wis.	6.50	
B.....	Plover, Wis.	Stevens Point, Wis.	6.00	12.50
5. Chicago & North-Western Railway.....	Marshland, Wis.	Onalaska, Wis.	23.00	23.00
Total mileage operated.....			248.00	248.00



MASON CITY & FORT DODGE RAILROAD COMPANY

(Page 3.)

HISTORY

1. Exact name of common carrier making this report. Mason City & Fort Dodge Railroad Company.
2. Date of organization. May 23, 1881.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. General laws state of Iowa, chapter 1, title IX, code of Iowa, section 1056 to 1090. Articles amended October 19, 1885; May 22, 1889; February 19, 1891; May 19, 1903. March 25, 1905.
7. What carrier operates the road of this company? Chicago Great Western R. R. Co.

(Page 5.)

DIRECTORS

Name	Post-Office Address	Date of Expiration of Term
J. W. Blabon.....	Chicago, Ill.....	September, 1913
Luther Drake.....	Omaha, Neb.....	September, 1913
S. M. Felton.....	Chicago, Ill.....	September, 1913
E. C. Finkbine.....	Des Moines, Ia.....	September, 1913
G. W. Wattles.....	Omaha, Neb.....	September, 1913

OFFICERS

Title	Name	Official Address
President.....	S. M. Felton.....	Chicago, Ill.
Vice President.....	J. W. Blabon.....	Chicago, Ill.
Secretary.....	J. F. Coykendall.....	Chicago, Ill.
Treasurer.....	J. F. Coykendall.....	Chicago, Ill.
Auditor.....	Con. F. Krebs.....	Chicago, Ill.

Officer to whom correspondence concerning this report should be addressed. Name, Con. F. Krebs; title, Auditor, C. G. W. R. R. Co.; address, C. G. W. R. R. Co.; Chicago, Ill.

(Page 11.)

FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. September, 17, 1912.
  3. Total number of stockholders of record at the date required in answer to question 2. All stock held by C. G. W. R. R.
  4. Has each share of stock one vote? Yes.
  5. Has any issue of securities contingent voting rights? No.
  6. Has any issue of securities special privileges in the election of directors? No.
  7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913. Yes.
- If control was so held, state:
- (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. C. G. W. R. R. Co.
  - (c) The manner in which control was established. Stock ownership.
  - (d) The extent of control. Complete.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 15C.)

## ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION

(For Companies (Other than Switching and Terminal) not making Operating Reports.)

Name of Every Railway Company, the Income of which, from Lease or from Other Assignment for Operation, is Included in this Report.

NAME	TERMINI		MILES OF LINE (Single Track)	NAME OF LESSEE
	From	To		
Mason City & Fort Dodge Railroad Company..	Hayfield, Minn.	Clarion, Ia.	99.71	C. G. W. R. R. Co.
	Oelwein, Ia.	Clarion, Ia.	98.00	C. G. W. R. R. Co.
	Clarion, Ia.	Ft. Dodge, Ia.	28.05	C. G. W. R. R. Co.
	Spur to Depot at Ft. Dodge		28.79	C. G. W. R. R. Co.
	Ft. Dodge, Ia.	Lehigh, Ia.	15.69	C. G. W. R. R. Co.
	Gypsum, Ia.	Conville, Ia.	2.90	C. G. W. R. R. Co.
	Ft. Dodge, Ia.	Council Bluffs, Ia.	132.90	C. G. W. R. R. Co.
	Council Bluffs, Ia.	Omaha, Neb.	3.11	U. P. R. Co.
	Omaha, Neb.	South Omaha, Neb.	5.01	U. P. R. Co.
Total mileage.....			386.25	

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES

STATE OR TERRITORY	LINE OWNED (Single Track)			NEW LINE CONSTRUCTED DURING YEAR (Single Track)
	Main Line	Branches and Spurs	Total	
Iowa.....	332.21	18.59	350.80	.....
Minnesota.....	27.33	.....	27.33	.....
Total mileage owned.....	359.54	18.59	378.13	.....

## (Page 19.) ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER, THROUGH LEASE OR OTHER AGREEMENT

NAME OF OPERATING COMPANY	Miles of Line	LEASE OR AGREEMENT				Concise Summary of Provisions
		Date	TERM			
			From	To		
Chicago Great Western Railroad Company ..	378.13	April 30, 1901	April 30, 1901	April 30, 2000	The lessee not only owns all of the capital stock of the respondent, but also operates its road under a lease agreement providing for the reception by it of all receipts and the payment of all expenditures growing out of said operation, and for the payment of interest on lessor's mortgage bonds to the extent of net earnings from the leased property.	

## MINNEAPOLIS EASTERN RAILWAY COMPANY

## EXPLANATORY REMARKS.

Page 2.

The information given in this report is necessarily incomplete as this line is a local switching line wholly within the city of Minneapolis, Minn.

Its business is transferring cars from one railroad to another or to an industry. The way-bills showing contents of cars never reach us and we have no means of knowing what the contents of cars are.

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Minneapolis Eastern Railway Company.
2. Date of organization. June 18, 1878.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Chapter 34, general statutes of Minnesota.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
F. A. Chamberlain.....	Minneapolis, Minn.....	First Monday in September, 1913, or until successor is elected.
J. H. Foster.....	Minneapolis, Minn.....	
W. H. Norris.....	Minneapolis, Minn.....	
W. A. Gardner.....	Chicago, Ill.....	
A. J. Earling.....	Chicago, Ill.....	
E. D. Sewall.....	Chicago, Ill.....	
J. T. Clark.....	St. Paul, Minn.....	
T. A. Pollys.....	St. Paul, Minn.....	
A. W. Trenholm.....	St. Paul, Minn.....	

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	F. A. Chamberlain.....	Minneapolis, Minn.
Vice President.....	A. J. Earling.....	Chicago, Ill.
Secretary-Treasurer.....	J. H. Foster.....	Minneapolis, Minn.
Attorney.....	W. H. Norris.....	Minneapolis, Minn.
Auditor.....	Chas. Jensch.....	St. Paul, Minn.
Officer to whom correspondence concerning this report should be addressed: Name, Chas. Jensch; title, auditor; address, St. Paul, Minn.		
The office of secretary and treasurer is held by the same person.		

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. September 9, 1912.
2. Date of last closing of stock books before end of year for which this report is made. Not provided for.
3. Total number of stockholders of record at the date required in answer to Question 2. 11.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No. The Chicago, Milwaukee & St. Paul and Chicago, Minneapolis, St. Paul & Omaha Railway Companies, however, should own fifty per cent of the stock.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913. No.

(Page 14B.)

## EXPLANATORY REMARKS

The total mileage of main line owned is 2.09 miles. Of this amount 1.02 is situated in East Minneapolis, Minn., and not operated, leaving 1.07 miles of operated main track.

(Page 15B.)

## TRACKS OPERATED.

(For Switching and Terminal Companies.)  
List of Tracks, the Operations of which Are Included in this Report.

In giving descriptions below, observe the following classification and order:

1. Tracks owned by respondent.
2. Tracks operated but owned by another carrier, control being secured through stock ownership.
3. Tracks operated under lease for specified sum.
4. Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Tracks operated under trackage rights.

NAME OF OWNER	Location	Character of Business	MILES OF TRACK		
			Main Track	Yard Track and Sidings	Total
Minneapolis Eastern Railway Company .....	All in city of Minneapolis, Minn. ....	Switching.....	1.07	1.56	2.63
Total.....			1.07	1.56	2.63

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

STATE OR TERRITORY	LINE OWNED		Total Mileage Owned	New Line Constructed During Year	RAILS	
	Main Track	Yard Tracks and Sidings			Iron	Steel
Minnesota.....	2.09	2.64	4.73			4.73
Total mileage owned.....	2.09	2.64	4.73			4.73

(Page 3.)

## MINNEAPOLIS &amp; RAINY RIVER RAILWAY COMPANY

## HISTORY

1. Exact name of common carrier making this report. Minneapolis & Rainy River Railway Company.
2. Date of organization. July 20, 1904.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Minnesota, title 1, chapter 34.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Frank P. Leffingwell.....	Chicago, Ill.....	October 7, 1913
James Stanley Joyce.....	Chicago, Ill.....	October 7, 1913
Thomas Hume.....	Muskegon, Mich.....	October 7, 1913
Fred A. Bill.....	Minneapolis, Minn.....	October 7, 1913
F. C. Gerhard.....	Minneapolis, Minn.....	October 7, 1913

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Frank P. Leffingwell.....	Chicago, Ill.
Vice President.....	Thomas Hume.....	Muskegon, Mich.
Secretary.....	Fred A. Bill.....	Minneapolis, Minn.
Treasurer.....	Fred A. Bill.....	Minneapolis, Minn.
Attorney or General Counsel.....	Powell & Simpson.....	Minneapolis, Minn.
Auditor.....	Fred A. Bill.....	Minneapolis, Minn.
General Manager.....	F. C. Gerhard.....	Minneapolis, Minn.
Chief Engineer.....	S. D. Patrick.....	Deer River, Minn.
Superintendent.....	W. C. Lacroix.....	Deer River, Minn.
General Freight Agent.....	Fred A. Bill.....	Minneapolis, Minn.
General Passenger Agent.....		

Officer to whom correspondence concerning this report should be addressed. Name, Fred A. Bill; title, secretary; address, Minneapolis, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 1, 1912.
2. Date of last closing of stock books before end of year for which this report is made. No provision.
3. Total number of stockholders of record at the date required in answer to Question 2. 10.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 12.)

## EXPLANATORY REMARKS

4. The mileage noted on page 13 as "Itasca Lumber Company Lines" are temporary lines graded and tied by the Itasca Lumber Company and rails and fastenings furnished by this company.  
When the traffic for which the lines were constructed (the Itasca Lumber Company's timber) is exhausted, the lines can be abandoned.

(Page 13)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other than Switching and Terminal) Making Operating Reports.)

Name of Every Railway Company the Operations of which are Included in this Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Minneapolis & Rainy River Railway Company:				
A. Main line.....	Mississippi River.	Craig	43.80	
B. Branches and spurs.....	"Alder....."	Stanley.....	19.77	
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations	Itasca Lumber Co.'s lines.....		24.89	
Total carried forward.....				87.96

\*Formerly Jesse Jct.

## MINNEAPOLIS, RED LAKE &amp; MANITOBA RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Minneapolis, Red Lake & Manitoba Railway Company.
2. Date of organization. June 15, 1904.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Minnesota statutes of 1894, chapter 34, title 1, amended and embraced in Revised Laws of Minnesota, 1905, chapter 58.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
C. A. Smith.....	Oakland, Cal.....	} May 5, 1914
C. J. Johnson.....	Minneapolis, Minn.....	
C. M. Amsden.....	Minneapolis, Minn.....	
C. S. Pillsbury.....	Minneapolis, Minn.....	
A. Ueland.....	Minneapolis, Minn.....	
C. C. Wyman.....	Minneapolis, Minn.....	
John Lind.....	Minneapolis, Minn.....	

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	C. A. Smith.....	Oakland, Cal.
First Vice President.....	C. M. Amsden.....	Minneapolis, Minn.
Secretary.....	A. Ueland.....	Minneapolis, Minn.
Treasurer.....	A. L. Molander.....	Bemidji, Minn.
General Manager.....	A. L. Molander.....	Bemidji, Minn.

Officer to whom correspondence concerning this report should be addressed: Name, A. L. Molander; title, general manager; address, Bemidji, Minn.

(Page 4.)

## EXPLANATORY REMARKS.

General manager has charge of all departments.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. May 7, 1913.
2. Date of last closing of stock books before end of year for which this report is made. June 30, 1913.
3. Total number of stockholders of record at the date required in answer to question 2. 17.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1912? No.



# MINNEAPOLIS, RED LAKE & MANITOBA RAILWAY CO.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE.

[For Companies (Other Than Switching and Terminal) Making Operating Reports.]  
Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
1. A. Minneapolis Red Lake & Manitoba Ry. Co.....	Bemidji, Minn.....	Redby, Minn.....	33.50
Total mileage operated.....			33.50

(Page 15A.)

## ROAD OPERATED—STATE OF MINNESOTA

(For Companies (Other than Switching and Terminal) Making Operating Reports.)

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
Minneapolis, Red Lake and Manitoba Railway Co....	Bemidji.....	Redby.....	33.50
Total mileage operated.....			33.50

## THE MINNEAPOLIS &amp; ST. LOUIS RAILROAD COMPANY

(Page 3.)

## HISTORY

1. The exact name of common carrier making this report. The Minneapolis & St. Louis Railroad Company.

2. Date of organization. November 2, 1894.

3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof.

The original Minneapolis & St. Louis Railway Company was a Minnesota corporation, created March 3, 1853, by Chapter 66, Special Laws 1853, by the name of the Minnesota Western Railroad Company. By authority of Chapter 57, Special Laws 1870, it changed its name to the Minneapolis & St. Louis Railway Company, such action being taken by a resolution of the Board of Directors, adopted May 26, 1870. The Minneapolis & Duluth Railroad Company was organized by certain special stockholders of the Minneapolis & St. Louis Railway Company, on April 24, 1871, by authority contained in its original charter, and amendments thereto.

The Minnesota & Iowa Southern Railroad Company was an Iowa corporation, created under the general laws of Iowa, in 1878. The Fort Dodge & Fort Ridgley Railroad Company was an Iowa corporation, incorporated under the general laws of Iowa on July 24, 1876. On April 20, 1881, the Minneapolis & St. Louis Railway Company, the Minneapolis & Duluth Railroad Company, the Minnesota & Iowa Southern and the Fort Dodge & Fort Ridgley Companies were consolidated into one company by the name of The Minneapolis & St. Louis Railway Company, a railroad corporation of Minnesota and Iowa. On June 25, 1888, the Minneapolis & St. Louis Railway Company went into the hands of a receiver. Its property was sold under decree of foreclosure on October 11, 1894, and re-organized under the name of the Minneapolis & St. Louis Railroad Company on November 2, 1894. In order to preserve the corporate rights in the several states that portion of the property which lies in the state of Iowa, was conveyed to a committee, who, on January 13, 1895, organized a corporation known as the Minneapolis & St. Louis Railroad & Telegraph Company of Iowa, which was formally consolidated with the Minneapolis & St. Louis Railroad Company on the first day of February, 1895, under the present corporate name of The Minneapolis & St. Louis Railroad Company. The present re-organization is under the general laws of the states of Minnesota and Iowa. Under such re-organization all the charter rights contained in the original special act of the legislature of Minnesota, under which the original company was created, are retained in the new corporation.

The following is a reference to the original and special act of incorporation, and the amendments thereto:

Minnesota Western R. R. Co., incorporated by Ch. 66, S. L. 1853, approved March 3, 1853.

Amended Ch. 65, S. L. 1853, approved February 26, 1855.

Amended Ch. 117, S. L. 1869, approved March 5, 1869.

Amended Ch. 57, S. L. 1870, approved February 4, 1870. (This amendment authorizes change of name by resolution, to take effect after public notice of such change has been given for one month in any daily paper published in Minneapolis.)

Resolution changing name adopted by Board of Directors, May 26, 1870.

Charter amended, Ch. 71, S. L. 1871, approved February 25, 1871.

Amended Ch. 96, S. L. 1872, approved February 23, 1872.

Amended Ch. 124, S. L. 1872, approved February 20, 1872.

Amended Ch. 72, S. L. 1878, approved March 9, 1878.

Amended Ch. 34, S. L. 1877, approved February 24, 1877.

Amended Ch. 80, S. L. 1878, approved March 11, 1878.

Amended Ch. 185, S. L. 1879, approved March 4, 1879.

Amended Ch. 118, S. L. 1861, approved February 4, 1861.

Amended Ch. 113, S. L. 1881, approved March 2, 1881.

Ch. 94, G. L. 1881.

On January 1st, 1912, the Company acquired by purchase all the railroad and property of the Iowa Central and Minnesota, Dakota & Pacific Railway Companies.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Frank P. Frazier.....	New York.....	October 1, 1915
F. H. Davis.....	New York.....	October 1, 1915
Newman Erb.....	New York.....	October 1, 1915
W. M. Wadden.....	Boston.....	October 1, 1913
W. J. Wollman.....	New York.....	October 1, 1913
A. C. Doan.....	New York.....	October 1, 1913
T. P. Shonts.....	New York.....	October 1, 1914
H. E. Huntington.....	New York.....	October 1, 1914
Frank Trumbull.....	New York.....	October 1, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Newman Erb.....	42 Broadway, N. Y. City.
Vice President.....	F. H. Davis.....	25 Broad St., N. Y. City.
Vice President.....	W. G. Bierd.....	Metropolitan Bldg., Mpls
Secretary.....	A. C. Doan.....	25 Broad St., N. Y. City.
Treasurer.....	F. H. Davis.....	25 Broad St., N. Y. City.
General Solicitor.....	W. H. Bremner.....	Metropolitan Bldg., Mpls.
Consulting Counsel.....	Geo. W. Seevers.....	Oskaloosa, Ia.
Auditor.....	L. G. Scott.....	Metropolitan Bldg., Mpls.
General Manager.....	W. G. Bierd.....	Metropolitan Bldg., Mpls
Chief Engineer.....	R. G. Kenly.....	Metropolitan Bldg., Mpls.
General Superintendent.....	C. S. Lake.....	Metropolitan Bldg., Mpls.
Traffic Manager.....	S. G. Lutz.....	Metropolitan Bldg., Mpls.

Officer to whom correspondence concerning this report should be addressed. Name, L. G. Scott; title, auditor; address, Minneapolis, Minn.

(Page 1.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME Active Corporations	CONTROL					Other Parties to Agreements for Joint Control
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect, Name of Intermediary Through Which Con- trol is Established	
Des Moines & Fort Dodge R. R. Co..... Railway Transfer Co. of Minneapolis.....	Sole	A	50.13% 100%	Direct		C. B. & O. R. R. C. G. W. R. R. C. M. & St. P. Ry. C. R. I. & P. Ry. C. St. P. M. & O. Ry. C. N. Ry. M. St. P. & S. Sta. M. Nor. Pac. Ry.
Minnesota Transfer Ry. Co.....	Joint	"	1/4	"		C. B. & O. R. R. C. G. W. R. R. C. M. & St. P. Ry. C. R. I. & P. Ry. C. St. P. M. & O. Ry. C. N. Ry. M. St. P. & S. Sta. M. Ry. Nor. Pac. Ry.
St. Paul Union Depot Co.....	"	"	1/4	"		C. B. & O. R. R. C. G. W. R. R. C. M. & St. P. Ry. C. R. I. & P. Ry. C. St. P. M. & O. Ry. C. N. Ry. M. St. P. & S. Sta. M. Ry. Nor. Pac. Ry.

Page 11. FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 1, 1912.
2. Date of last closing of stock books before end of year for which this report is made. October 31, 1912.
3. Total number of stockholders of record at the date required in answer to question 2. 807.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE.

[For Companies (Other Than Switching and Terminal) Making Operating Reports.]

Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
- A. Main line.
- B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Minneapolis & St. Louis Railroad Company:				
A. Main line.....	20th Ave., So., Minneapolis, Minn.	Minn.-Iowa State Line, south of Albert Lea.....	122.07	1,234.37
	Minn.-Iowa State Line.....	Angus, Iowa.....	137.83	1.14
	Hopkins, Minn.....	Minn.-Dakota State Line.....	175.74	
	Minn.-Dakota State Line.....	West line of G. N. R. of W. Watertown, S. D.....	40.33	
	Watertown, S. D.....	Leola, S. D.....	114.13	
	Conde, S. D.....	Le Beau, S. D.....	115.47	
	Winthrop, Minn.....	Minn.-Iowa State Line.....	80.21	
	Minn.-Iowa State Line.....	Storm Lake, Ia.....	73.29	
	Northwood, Ia.....	Albia, Ia.....	189.50	
	Oskaloosa, Ia.....	Ia.-Ill. State Line.....	96.60	
	Ia.-Ill. State Line.....	Ia. Jct., Ill.....	89.20	
	Kalo Jct., Ia.....	Kalo, Ia.....	1.14	
	Hampton, Ia.....	Belmond, Ia.....	22.35	
	Minerva Jct., Ia.....	Story City, Ia.....	34.48	
	Newburg, Ia.....	State Center, Ia.....	26.58	
	G. & M. Jct., Ia.....	Montezuma, Ia.....	13.61	
	New Sharon, Ia.....	Newton, Ia.....	28.21	
	Lynville Jct., Ia.....	Lynville, Ia.....	2.45	
	Ruthven, Ia.....	Des Moines, Ia.....	137.01	127.68
	Belmond, Ia.....	At Fort Dodge, Ia.....	36.61	
	Minneapolis, Minn.....	Algona, Ia.....	36.60	174.22
	Spencer, Ia.....	St. Paul, Minn.....	10.11	
	Tara, Ia.....	Ruthven, Ia.....	12.45	
	Northwood, Ia.....	Fort Dodge, Ia.....	6.07	
	Iowa Jct., Ill.....	At Des Moines, Ia.....	5.58	
		C.M. & St. P. Ry. Crag-Albert Lea.	16.20	
		Peoria, Ill.....	2.80	48.21
Total mileage operated.....				1,585.62

## ROAD OPERATED—STATE OF MINNESOTA

F-14

(Page 15A.)

(For Companies (Other than Switching and Terminal) Making Operating Reports.)

NAME	TERMINI		Miles Of Line for Each Class of Roads Named
	From	To	
Minneapolis & St. Louis Railroad Company:			
A. Main line.....	20th Ave., So., Minneapolis.....	Minn.-Iowa State line south of Albert Lea.....	122.07
	Hopkins, Minn.....	Minn.-Dakota State line.....	178.74
	Winthrop, Minn.....	Minn.-Iowa State line.....	80.21
2-3-4. None.			378.02
5. Northern Pacific Ry Co.....	Minneapolis, Minn.....	St. Paul, Minn.....	10.11
C. R. I. & P. Ry.....	Minn.-Ia. State Line.....	C. M. & St. P. Crag.-A. Lea, Minn.....	12.36
Total mileage operated.....			400.49

(Page 17.)

## AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

A. Auxiliary (or Outside) Operations.

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Dining Car Service.....	Buffer Car.....	M. & St. L.....	St. Paul to Albert Lea.
Dining Car Service.....	Buffer Car.....	Owned by Ill. Cent. R. R., operated jointly.....	St. Paul to Chicago.

(Page 18.)

## EXPLANATORY REMARKS

Through contract dated March 1st, 1901, the property of the Iowa Central & Western Ry. Co. was leased to the Iowa Central Ry. Co. upon the following terms:

The Iowa Central Ry. Co. at its own expense, shall keep and maintain property during the term of the lease (which covers a period of 50 years) and shall pay to the Iowa Central & Western Ry. Co. on the first day of March and September of each year, 20% of all gross earnings derived from the operation of the property. The 20% of the earnings thus derived shall be applied to the payment of interest and principal upon the bonds of the Iowa Central & Western Ry. Co. as the same may become due and payable, but if the amounts so realized shall, at any time, be less than the interest due upon the bonds, the Iowa Central Ry. Co. guarantees and agrees to pay any deficiency which may arise, as the same becomes due and payable.

The Iowa Central Ry. Co. has the right to purchase the property at any time during the continuance of this lease, and such purchase, if made, shall at once operate as a cancellation of the lease.

This contract assumed by The Minneapolis & St. Louis Railroad Company through purchase of the Iowa Central Ry. January 1st, 1912.

## THE MINNEAPOLIS &amp; ST. LOUIS RAILROAD COMPANY

Contract No. 1464 with the Minneapolis &amp; St. Paul Suburban Ry. Co.

## NATURE OF CONTRACT

## LEASE OF TONKA BAY BRANCH AND TONKA BAY TERMINAL GROUNDS

Expires October 1, 1947

Effective October 1, 1907.

The M. &amp; St. L. R. Co. Agrees:—

To lease to the Suburban Co. all of its right of way of Tonka Bay branch, extending from a point near Manitou Junction to Tonka Bay, and including all its Tonka Bay terminal grounds, together with the use of all road-beds, track, fences, signs, crossings, station and other buildings, platforms, bridges and culverts, and all other things appertaining or thereunto belonging during the term of the agreement.

The Suburban Company Agrees:—

To pay all general and special taxes which may be levied legally against any of the property, rights or privileges contained or included in the provisions of this agreement.

To pay all rentals, whether the property shall actually be used or not, unless prevented from the use thereof by fault of the St. Louis Company.

To comply with valid requirements of the laws of the State of Minnesota and all such service as by law may be required of the St. Louis Company, if said St. Louis Company itself were operating said leased property.

To maintain at its sole expense and be legally responsible for all structures now existing or necessary and adjustments or reconstructions of same, together with all new structures made necessary by its operation within the limits of the property leased, and upon expiration of this agreement to return the property leased in good condition and as suitable for the operation of steam railroad trains thereon at that time as the property now affords.

To protect and save harmless the St. Louis Company from all causes of action, arising by reason of the acts or neglect of the Suburban Company or failure of itself or any of its officers to fulfill any duty towards the St. Louis Company, or toward the Suburban Company by reason of its occupancy of the premises may owe.

## Compensation

\$2,000.00 per annum to be paid semi-annually at the offices of the St. Louis Company, commencing on the 1st day of April, 1908.

## SUMMARY OF CONTRACT COVERING LEASE OF THE DES MOINES &amp; FORT DODGE R. R. CO. TO THE MINNEAPOLIS &amp; ST. LOUIS R. R.

The D. M. & Ft. D. Railroad Company leases all its property to the M. & St. L. R. R. from January 1st, 1905, to January 1st, 1935, upon consideration of payment to the D. M. & Ft. D. R. R. of all surplus earnings, remaining after payments, account of the D. M. & Ft. D. R. R., as follows, which the M. & St. L. R. R. agrees to make provided the earnings are sufficient:

Taxes and other assessments.

The necessary amount not exceeding \$2,000.00 per annum for maintenance of its corporate organization.

Interest on funded and other debt.

If the net earnings are not sufficient for payments as noted above, the D. M. & Ft. D. R. R. Co. will pay to the M. & St. L. R. R. Co. an amount sufficient to make up the deficiency.



## (Page 19.) ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OWNING COMPANY	MILES OF LINE	LEASE OR AGREEMENT			
		Date	TERM		Concise Summary of Provisions
			From	To	
Des Moines & Ft. Dodge R. R. Co. .... Iowa Central & Western Ry. Co. ....	137.62 36.60	Jan. 1, 1905 Mar. 1, 1901	Jan. 1, 1905 Mar. 1, 1901	Jan. 1, 1935 Mar. 1, 1951	See statement attached to page 18. See statement attached to page 18.

## ROAD ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OPERATING COMPANY	MILES OF LINE	LEASE OR AGREEMENT			
		Date	TERM		Concise Summary of Provisions
			From	To	
Minneapolis & St. Paul Suburban Railway.. From Manitou to Tonka Bay.	1.45	Oct. 1, 1907	Oct. 1, 1907	Oct. 1, 1947	See page 18

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statement as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

1. 2. 4. 5. 6. None.

3. Rail relaid with 80-pound:  
4.33 miles of 80-lb. rail between Hopkins and Eden Prairie.  
4.33 miles of 80-lb. rail between Chaska and Merrim.  
0.77 miles of 80-lb. rail between Victoria and New Prague.  
1.01 miles of 80-lb. rail between Materville and Palmer.  
4.41 miles of 80-lb. rail between Manchester and Albert Lea.  
0.71 miles of 70-lb. rail between Deephaven and Excelsior.  
6.29 miles of 60-lb. rail between Marietta and Revillo.

There was ballasted with gravel the following sections of track:  
Between Hardland and Doyle, covering 2½ miles.  
Between Eden Prairie and Montgomery, a total of 7½ miles, patching and strengthening weak places. 10 miles of gravel between Hopkins and Winthrop to strengthen weak places, and to ballast track never heretofore ballasted. 2 miles of new ballast was also placed on heavy grade between Winthrop and New Ulm.

To improve operating conditions the following additions to the property have been made:

Warning bids at two grade crossings were placed just south of Hopkins. A new yard track was added at Morton. New track for Central Lumber Co., Waseca.  
New track for Minnesota Sugar Co., Chaska, Minn.  
New track for Landers, Morrison & Christenson, Minneapolis.  
New team track Railway Transfer Yard, Minneapolis.  
New track for Eagle Rolling Mill Co., New Ulm.

7. Funded debt issued.

Issued during the year—

Refunding and extension 5% gold bonds—

\$1,500,000.00

For retirement of 2 year 5% gold notes

100,000.00

For additions and betterments

126,000.00

\$1,726,000.00

3,000,000.00

186,000.00

\$4,912,000.00

Increase

Decrease

\$288,000.00

100,000.00

126,000.00

1,500,000.00

1,472.32

\$540,000.00

380,000.00

750,000.00

\$1,995,472.32

\$1,650,000.00

8. There was a net increase of \$345,472.32 in funded debt held in treasury, as follows:

Ref. and ext. bonds purchased

Ref. and ext. bonds issued for additions and betterments

Ref. and ext. bonds issued to retire equipment notes

Ref. and ext. bonds issued to retire gold notes

Ref. and ext. bonds scrip purchased

M. &amp; St. L. R. R. first and ref. bonds sold

Iowa Central Ry. first and ref. bonds sold

Ref. and ext. bonds sold

One year 6% gold notes—

For retirement of 2 year 5% gold notes

Equipment trust notes—

Series C for purchase of 12 consolidation freight locomotives

Total

\$1,726,000.00

3,000,000.00

186,000.00

\$4,912,000.00

Increase

Decrease

\$288,000.00

100,000.00

126,000.00

1,500,000.00

1,472.32

\$540,000.00

380,000.00

750,000.00

\$1,995,472.32

\$1,650,000.00

9. There was purchased during the year 175 shares of I. C. & W. Ry. stock, par value \$17,500, for \$6,125.00, and recovered from the Minnesota Transfer Ry. Co. four bonds, par value \$4,000.00, to cover advances made for construction. Two shares Oakalooma and Buxton Electric Ry. stock, par value \$200.00 were sold for \$239.80, premium being credited direct to profit and loss.

#### 10. Retirement of Securities.

Retired during the year:

The M. & St. L. R. R. Co.—

Equipment trust notes, series A.....\$60,000.00

Equipment trust notes, series B.....18,000.00

Iowa Central Ry. Co.—

Equipment trust notes, series A.....32,000.00

Equipment trust notes, series B.....16,000.00

\$126,000.00

Two year 5% gold notes: Retired from proceeds of 1 year 6% gold notes and \$1,500,000.00 par value of ref. and ext.

Mortgage bonds.....4,000,000.00

\$4,126,000.00

Total.....\$4,126,000.00

Net increase.....\$786,000.00

(Page 89.)

#### CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steam ship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Adams Express Co. Acceptance by R. R. Co. of Express Co.'s travelers' checks in payment for tickets.

2. St. Paul Bridge and Terminal Co. Reimbursing Bridge & Terminal Co. for fines paid for violation of federal law relative to handling live stock when

accused of M. & St. L. R. R. shipments, where less than two hours free time is allowed to make delivery to stock yards.

3. M. & St. P. & S. Ste. M. Ry. Co. Joint use of line between 1st St. No. and 20th Ave. So., Minneapolis. See Line to pay rental of \$830.00 per month,

also 2% per annum of cost of additions and betterments and wheelage proportion of cost of maintenance.

4. Company, Tri-State Tel. & Tel. Co.; place, depot, Minneapolis; consideration, \$48.00 per annum.

5. Hocking Coal Co., Empire Trust Co., trustee, issuance of Hocking Coal Co. first mortgage 6% sinking fund gold bonds guaranteed by M. & St. L.

L. R. R. Co.

## MINNEAPOLIS, ST. PAUL &amp; SAULT STE. MARIE RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

2. Date of organization. June 11, 1888.

3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof.

The Menominee & Sault Ste. Marie Railway Company was organized April 20, 1885, under the general incorporation laws of Michigan.

The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized September 29, 1883, under the general incorporation laws of Wisconsin.

Said two parties were consolidated March 22, in the year 1886, under paragraphs 3343 and 3344 pages 854 and 855, Howell's Annotated Statutes of Michigan, and section 833, supplemented to the revised statutes of Wisconsin.

The Minneapolis & Pacific Railway Company was organized September 4, 1884, and the Minneapolis & St. Croix Railway Company September 15, 1885, under the general incorporation laws of Minnesota.

The Aberdeen, Bismarck & Northwestern Railway Company was organized May 30, 1883, under the general incorporation laws of the territory of Dakota.

June 11, 1888, the said consolidated company, the said Minneapolis & Pacific Railway Company, the said Minneapolis & St. Croix Railway Company, and the said Aberdeen, Bismarck & Northwestern Railway Company was consolidated and all their rights, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs 66, 67 and 68, pages 381 and 382, general laws of Minnesota for the year 1878, and chapter 84, general laws of Minnesota for the year 1881, and chapter 46, general laws of the territory of Dakota for the year 1876.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
E. Pennington.....	Minneapolis, Minn.....	Sept. 16, 1913
Chas. S. Pillsbury.....	Minneapolis, Minn.....	Sept. 16, 1913
C. H. Pettit.....	Minneapolis, Minn.....	Sept. 16, 1913
H. Lowry.....	Minneapolis, Minn.....	Sept. 16, 1913
Alfred H. Bright.....	Minneapolis, Minn.....	Sept. 16, 1913
W. L. Martin.....	Minneapolis, Minn.....	Sept. 16, 1913
G. R. Newell.....	Minneapolis, Minn.....	Sept. 16, 1913
E. A. Young.....	St. Paul, Minn.....	Sept. 16, 1913
Sir T. G. Shaughnessy.....	Montreal, Que.....	Sept. 16, 1913
R. B. Angus.....	Montreal, Que.....	Sept. 16, 1913
I. G. Ogden.....	Montreal, Que.....	Sept. 16, 1913

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	E. Pennington.....	Minneapolis, Minn.
Vice President.....	W. L. Martin.....	Minneapolis, Minn.
Secretary.....	G. W. Webster.....	Minneapolis, Minn.
Treasurer.....	C. F. Clement.....	Minneapolis, Minn.
General Solicitor.....	H. B. Dike.....	Minneapolis, Minn.
General Counsel.....	A. H. Bright.....	Minneapolis, Minn.
Comptroller.....	C. W. Gardner.....	Minneapolis, Minn.
Auditor.....	R. Kirkwood.....	Minneapolis, Minn.
Assistant Auditor.....	A. R. Marshall.....	Minneapolis, Minn.
General Manager.....	G. R. Huntington.....	Minneapolis, Minn.
Chief Engineer.....	C. N. Kalk.....	Minneapolis, Minn.
Traffic Manager.....	W. L. Martin.....	Minneapolis, Minn.
General Freight Agent.....	Thos. E. Sands.....	Minneapolis, Minn.
General Passenger Agent.....	W. R. Calloway.....	Minneapolis, Minn.
Land Commissioner.....	W. H. Killen.....	Minneapolis, Minn.

Officer to whom correspondence concerning this report should be addressed: Name, C. W. Gardner; title, comptroller; address, Minneapolis, Minn.

## TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT

NAME Active Corporations	CONTROL				If Indirect Name of Intermediary through which Con- trol is Established	Other Parties to Agreement for Joint Control
	Sole or Joint	How Established	Extent	Direct or Indirect		
Wisconsin Central Railway.....	Sole	Acquirement of major- ity of capital stock.	72.7%	Direct	None	None
Minnesota Transfer Railway.....	Joint	Stock ownership.....	11.11%	"	"	C. M. & St. P. Ry., C. St. P. M. & O. Ry., Gt. Nor. Ry., Nor. Pac. Ry., Chgo. Gt. West. Ry., C. B. & Q. Ry., M. & St. L. R. R., C. R. I. & P. Ry.
Sault Ste. Marie Union Depot Co.....	"	"	50%	"	"	D. S. S. & A. Ry.
Sault Ste. Marie Bridge Co.....	"	"	25%	"	"	D. S. S. & A. Ry., Can. Pac. Ry.
St. Paul Union Depot Co.....	"	"	11.11%	"	"	C. M. & St. P. Ry., C. St. P. M. & O. Ry., Gt. Nor. Ry., Nor. Pac. Ry., Chgo. Gt. West. Ry., C. B. & Q. Ry., M. & St. L. R. R., C. R. I. & P. Ry.
Central Terminal Ry. Co., Illinois.....	Sole	"	100%	"	"	

## FACTS PERTAINING TO CONTROL OF RESPONDENT

(Page 11)

1. Date of last meeting of stockholders for election of directors, September 17, 1912.
2. Date of last closing of stock books before end of year for which this report is made, August 17, 1912.
3. Total number of stockholders of record at the date required in answer to Question 2, 1569.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.  
If control was so held, state:  
  - (a) The form of control, whether sole or joint. Sole.
  - (b) The name of controlling corporation or corporations. Canadian Pacific Railway.
  - (c) The manner in which control was established. Control through ownership of majority of Capital Stock.
  - (d) The extent of control, 63,618 Preferred Shares, 127,210 Common Shares.
  - (e) Whether control was direct or indirect. Indirect.
  - (f) The name of the intermediary through which control, if indirect, was established. I. G. Ogden, Sir Wm. C. Van Horne, Sir T. G. Shaughnessy and R. B. Angus, Trustees.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? See 7i.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE.

[For Companies (Other Than Switching and Terminal) Making Operating Reports.]

Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Minneapolis, St. Paul & Sault Ste. Marie Railway Company:				
A. Main Line.....	Sault Ste. Marie, Mich.....	Minneapolis, Minn.....	493.75	1,040.08
B. Branches.....	Minneapolis, Minn.....	Port, N. D.....	546.33	
	Rexton, Mich.....	Meads Quarry.....	12.24	
	Manistique, Mich.....	Line Kiln.....	.94	
	Marblehead Branch, Mich.....	Eben Jet., Mich.....	1.42	
	Rapid River, Mich.....	Branch.....	30.55	
	Masonville, Mich.....	Coal Dock.....	.44	
	Gladstone, Mich.....	Mill.....	1.53	
	Ford River Branch, Mich.....	Branch.....	1.30	
	Rhineland, Wis.....	Ridgeland, Wis.....	.58	
	Tony, Wis.....	Reserve, Wis.....	2.21	
	Barron, Wis.....	St. Croix Falls, Wis.....	18.52	
	Cameron, Wis.....	Boylston, Wis.....	41.64	
	Summit Jet., Wis.....	St. Paul, Minn.....	97.06	
	Dresser Jet., Wis.....	Camden Place, Minn.....	8.04	
	Cardigan Jet., Minn.....	Duluth, Minn.....	2.66	
	Shoreham, Minn.....	Ore Dock.....	187.73	
	Brooklyn, Minn.....	White Pine, Minn.....	6.28	
	Superior, Wis.....	Plummer, Minn.....	3.19	
	Salona, Minn.....	Cuyuna, Minn.....	192.57	
	Moose Lake, Minn.....	Deerwood, Minn.....	86.09	
	Lawler Jet., Minn.....	Crosby, Minn.....	4.92	
	Iron Hub, Minn.....			
	Cuyuna, Minn.....			

<b>Wisconsin Central Railway</b>	Cuyuna, Minn.	Fronton, Minn.	212
Trackage rights (Soo Line):	Glenwood, Minn.	Noyes, Minn.	263.05
Chicago, Milwaukee & St. Paul Ry.	Thief River Falls, Minn.	Kennard, N. D.	296.44
Northern Pacific Ry.	Egeland, N. D.	Armourdale, N. D.	21.88
St. Paul Union Depot Co.	Hankinson, N. D.	Bismarck, N. D.	214.18
Minneapolis & St. Louis R. R.	Bismarck, N. D.	Maz, N. D.	90.49
Chicago, St. Paul, Minneapolis & Omaha Ry.	Drake, N. D.	Pineau, N. D.	83.62
Sault Ste. Marie Union Depot Co.	Wishak, N. D.	Pollock, N. D.	70.25
Interstate Bridge Company	Flaxton, N. D.	Ambrose, N. D.	51.14
Tri-Party Track	Fordville, N. D.	Drake, N. D.	130.93
Trackage rights Wisconsin Central Ry.:			984.69
Illinois Central Railway	St. Paul and Minneapolis Terminal		10.34
Chicago, Milwaukee & St. Paul Ry.	St. Paul and Minneapolis Terminal		3.38
	St. Paul Terminals		.65
	Minneapolis, Terminals		.92
	St. Paul		1.80
	Sault Ste. Marie Terminals		1.91
	Duluth, Minn.	Superior, Wis.	.26
	Duluth, Minn.		.38
	Chicago, Ill.	Harlem Jet., Ill.	14.37
	Chippewa Falls, Wis.	Rugby Jet., Wis.	.57
	Milwaukee, Wis.		27.60
	Manitowoc, Wis., Branch		7.19
	Chippewa Falls, Wis.	Eau Claire, Wis.	.26
	Magenta, Wis.	Eau Claire, Wis.	1.22
<b>Total mileage operated</b>			<b>3,376.04</b>

(Page 15A.)

**ROAD OPERATED—STATE OF MINNESOTA**  
(For Companies (Other Than Switching and Terminals) Making Operating Reports.)

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
1. Minneapolis, St. Paul & Sault Ste. Marie Railway:			
A. Main Line.....	State Line, Wis.	State Line, N. D.	225.19
B. Branches.....	Dresser Jct.	Duluth Line in Minn.	30.41
	Cardigan Jct.	St. Paul.	8.04
	Shoreham.	Camden.	2.66
	State Line, Wis.	Broton.	166.03
	Interstate Bridge.	Duluth.	2.13
	McGrath Spur.		3.19
	Moose Lake.		20.99
	Lawler.	Lawler.	171.58
	Deerwood Branch.	Plummer.	39.12
	Kennedy Mine Branch.	Croby.	4.61
	Ironton Branch.		.86
	Glenwood.	Noyes.	2.12
	Thief River Falls.	State Line, N. D.	265.05
			45.60
4. Wisconsin Central Railway.....			
Trackage rights:			
5. Chicago, Milwaukee & St. Paul Railway.....	St. Paul and Minneapolis Terminals.		10.34
Northern Pacific Railway.....	St. Paul and Minneapolis Terminals.		3.38
St. Paul Union Depot.....	St. Paul Terminals.		.55
Chicago, St. Paul, Minneapolis & Omaha Ry.	St. Paul, Terminals.		.80
Interstate Bridge Co.....	Interstate Bridge.		.54
Tri-Party Track.....	Duluth, Minn.		.38
Minneapolis & St. Louis Railroad.....	Minneapolis Terminals.		.92
<b>Total Mileage Operated.....</b>			<b>16.53</b>
			<b>1,012.30</b>



(Page 17.)

**AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.**  
**A. Auxiliary (or Outside) Operations.**

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Minneapolis, St. Paul & Sault Ste. Marie Railway.....	Sleeping car operations.....	Owned.....	Michigan, Wisconsin, Minnesota, North Dakota.
Minneapolis, St. Paul & Sault Ste. Marie Railway.....	Dining car service.....	Owned.....	Michigan, Wisconsin, Minnesota, North Dakota, Illinois.
Minneapolis, St. Paul & Sault Ste. Marie Railway.....	Hotel.....	Leased.....	Wisconsin, Illinois.
Minneapolis, St. Paul & Sault Ste. Marie Railway.....	Hotel.....	Owned.....	North Dakota.

**B. Miscellaneous Investments—Physical Property**

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	Net Investment
Real Estate.....	.....	Michigan, Wisconsin, North Dakota, South Dakota, Minnesota.....	\$2,410,245.48
Total.....	.....	.....	\$2,410,245.48

(Page 19.)

**ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT**

NAME OF OWNING COMPANY	MILES OF LINE	LEASE OR AGREEMENT			
		Date	Term		Concise Summary of Provisions
			From	To	
Wisconsin Central Railway.....	984.59	April 1, 1909	April 1, 1909	April 1, 2008	Lessee operates and pays over net revenue. Copy of lease filed with Interstate Commerce Commission 1909

## MINNEAPOLIS WESTERN RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Minneapolis Western Railway Company.
2. Date of Organization. October 29, 1884.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Title 1, of chapter 34, of the general statutes of the state of Minnesota and the laws amendatory of said chapter.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
C. R. Gray	St. Paul, Minn.	October, 1913, or until successors elected.
J. M. Gruber	St. Paul, Minn.	
R. A. Jackson	St. Paul, Minn.	
L. E. Katzenbach	St. Paul, Minn.	
E. C. Lindley	St. Paul, Minn.	

## PRINCIPAL OFFICERS

Title	Name	Official Address
President	C. R. Gray	St. Paul, Minn.
Vice President	J. M. Gruber	St. Paul, Minn.
Secretary-Treasurer	L. E. Katzenbach	St. Paul, Minn.
Comptroller	G. R. Martin	St. Paul, Minn.
Assistant Comptroller	F. H. Parker	St. Paul, Minn.
General Manager	G. H. Emerson	St. Paul, Minn.
Chief Engineer	R. Budd	St. Paul, Minn.
Superintendent	P. L. Clarity	Minneapolis, Minn.
Traffic Manager	W. P. Kenney	St. Paul, Minn.

Officer to whom correspondence concerning this report should be addressed: Name, G. R. Martin; title, comptroller; address, St. Paul, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 10, 1912.
2. Date of last closing of stock books before end of year for which this report is made. September 19, 1912.
3. Total number of stockholders of record at the date required in answer to question 2. 6.
4. Has each share of stock one vote? Yes.
5. Has any issues of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.  
If control was so held, state:
  - (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Great Northern Railway Co.
  - (c) The manner in which control was established. Registered ownership of a majority of outstanding capital stock.
  - (d) The extent of control. Registered ownership of 7,495 shares out of a total of 7,500 shares of capital stock issued and outstanding.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? Not to my knowledge.

(Page 15B.)

**TRACKS OPERATED**  
(For Switching and Terminal Companies)

List of Tracks the Operations of which are Included in this Report.  
In giving descriptions below, observe the following classification and order:

1. Tracks owned by respondent.
2. Tracks operated by respondent but owned by another carrier, control being secured through stock ownership.
3. Tracks operated under lease for specified sum.
4. Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Tracks operated under trackage rights.

NAME OF OWNER	LOCATION	CHARACTER OF BUSINESS	MILES OF TRACK		
			Main Track	Yard Tracks and Sidings	Total
1. Minneapolis Western Railway Company.....	In Minneapolis, Minn.....	Switching.....	1.69	5.20	6.89
5. Great Northern Railway Company.....	In Minneapolis, Minn.....	Switching.....	.34	.....	.34
Total.....	.....	.....	2.03	5.20	7.23

**MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES**

STATE OR TERRITORY	LINE OWNED		TOTAL	NEW LINE CONSTRUCTED DURING YEAR	RAILS	
	Main Track	Yard Tracks and Sidings			Iron	Steel
Minnesota.....	1.69	5.20	6.89	None	.....	6.89
Total Mileage Owned.....	1.69	5.20	6.89	.....	.....	6.89

## MINNESOTA DAKOTA &amp; WESTERN RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Minnesota, Dakota & Western Railway Company.
2. Date of organization. October 31, 1902.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. State of Minnesota.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Originally incorporated as International Bridge & Terminal Company, then changed to name as above.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Edward W. Backus.....	Minneapolis, Minn.....	
Wm. F. Brooks.....	Minneapolis, Minn.....	
R. L. Horr.....	Minneapolis, Minn.....	
R. S. McDonald.....	International Falls, Minn.....	

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Edward W. Backus.....	Minneapolis, Minn.
Secretary and Treasurer.....	Wm. F. Brooks.....	Minneapolis, Minn.
Attorney or General Counsel.....	C. J. Rockwood.....	Minneapolis, Minn.
Auditor.....	Thos. McLaren.....	Internat'l Falls, Minn.
Chief Engineer.....	C. S. Giles.....	Internat'l Falls, Minn.
General Superintendent.....	W. J. Schrieve.....	Internat'l Falls, Minn.
Traffic Manager.....	E. A. Arnold.....	Internat'l Falls, Minn.

Officer to whom correspondence concerning this report should be addressed: Name, Wm. F. Brooks; title, treasurer; address, Minneapolis, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. Oct. 19, 1910.
3. Total number of stockholders of record at the date required in answer to question 2. Six.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports.  
Name of Every Railway Company the Operations of Which are Included in this Report.

In Giving Roads Below, Observe the Following Classification and Order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract of agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Line owned by M. D. & W. Ry. Co.:				
A. Main line.....	International Falls.....	Falls Junction.....	3.13	17.87
	Nakoda Jct.....	Loman .....	14.74	7.08
B. Branches and spurs.....	.....	.....	7.08	24.95
5. Line operated under trackage rights: Big Fork & International Falls Ry. Co. ....	International Falls.....	Nakoda Junction.....	7.28	7.28
Total mileage operated.....	.....	.....		32.23

## BIG FORK &amp; INTERNATIONAL FALLS RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Big Fork & International Falls Railway Company.
2. Date of organization. December 29, 1906.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Under Chapter 58 of the revised laws of Minnesota for the year 1905.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Howard Elliott.....	St. Paul, Minn.....	January 3, 1914
C. W. Bunn.....	St. Paul, Minn.....	January 3, 1914
W. H. Gemmell.....	Brainerd, Minn.....	January 3, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Howard Elliott.....	St. Paul, Minn.
First Vice President.....	C. W. Bunn.....	St. Paul, Minn.
Second Vice President.....	J. M. Hannaford.....	St. Paul, Minn.
Secretary.....	R. H. Relf.....	St. Paul, Minn.
Treasurer.....	C. A. Clark.....	St. Paul, Minn.
Comptroller.....	H. A. Gray.....	St. Paul, Minn.
Auditor.....	M. W. Downie.....	Brainerd, Minn.
General Manager.....	W. H. Gemmell.....	Brainerd, Minn.
Chief Engineer.....	W. L. Darling.....	St. Paul, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, M. W. Downie; title, auditor; address, Brainerd, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. January 14, 1913.
  2. Date of last closing of stock books before end of year for which this report is made. Books not closed.
  3. Total number of stockholders of record at the date required in answer to question 2. Three.
  4. Has each share of stock one vote? Yes.
  5. Has any issue of securities contingent voting rights? No.
  6. Has any issue of securities special privileges in the election of directors? No.
  7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
- (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Northern Pacific Ry. Co.
  - (c) The manner in which control was established. By purchase of stock.
  - (d) The extent of control. Entire.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

**ROAD OPERATED—ENTIRE LINE**  
(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name of Every Railway Company, the Operations of Which are Included in this Report

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named
	From	To	
Big Fork & International Falls Railway Company:			
A. Main line .....	Grand Falls .....	International Falls .....	33.64
B. Branches and spurs .....	Various industrial spurs .....	.....	.53
Total mileage operated .....	.....	.....	34.17

(Page 19.)

**ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT**

NAME OF OPERATING COMPANY	MILES OF LINE	LEASE OR AGREEMENT				Concise Summary of Provisions
		Date	Term			
			From	To		
Minnesota & International Railway Company.	.37	Dec. 1908	North Bank Big Fork Riv.	Grand Falls..	Verbal agreement. No compensation.	

(Page 89.)      **CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA**

Here give a concise statement of all Contracts, Agreements, Arrangements, etc., with other Companies or persons, concerning the Transportation of freight or passengers which became effective during the year covered by this report. Give the statement in the following order: viz: 1. Express Companies. 2. Mails. 3. Sleeping, Parlor or Dining Car Companies. 4. Freight or Transportation Companies or Lines. 5. Other Railroad Companies. 6. Steamboat or Steamship Companies. 7. Telegraph Companies. 8. Telephone Companies. 9. Other Contracts. 10. Other Agreements.

Agreement with the Minnesota, Dakota & Western Railway Co. permitting their construction trains to operate over the tracks of the Big Fork & International Falls Ry. between Nakoda and Littlefork on basis of one dollar and fifty cents per train mile, effective August 1, 1912 to October 1, 1912.

Contract with the Minnesota, Dakota & Western Railway Co. dated March 25, 1913, granting trackage rights over the Big Fork & International Falls Ry. between Nakoda and Littlefork at an annual rental of fifty-five hundred dollars (\$5,500) and maintenance on wheelage.



## MINNESOTA &amp; INTERNATIONAL RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Minnesota & International Railway Company.
2. Date of organization. July 16, 1900.
3. Under laws of what government state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. General laws, state of Minnesota, chapter 34, title 1.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Minnesota & International Railway Company purchased all the stock and properties and assumed operation of the Brainerd & Northern Minnesota Railway Company July 1, 1901. The Brainerd & Northern Minnesota Railway Company was organized May 17, 1892, under chapter 34, Title 1, General laws state of Minnesota.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Howard Elliott.....	St. Paul, Minn.....	October 7, 1913
D. C. Shepard.....	St. Paul, Minn.....	October 7, 1913
Thomas Cooper.....	St. Paul, Minn.....	October 7, 1913
C. W. Bunn.....	St. Paul, Minn.....	October 7, 1913
W. H. Gemmell.....	Brainerd, Minn.....	October 7, 1913
E. W. Backus.....	Minneapolis, Minn.....	October 7, 1913
W. F. Brooks.....	Minneapolis, Minn.....	October 7, 1913

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Howard Elliott.....	St. Paul, Minn.
Vice President.....	W. F. Clough.....	New York, N. Y.
Second Vice President.....	J. M. Hannaford.....	St. Paul, Minn.
Secretary.....	R. H. Relf.....	St. Paul, Minn.
Treasurer.....	C. A. Clark.....	St. Paul, Minn.
Auditor.....	M. W. Downie.....	Brainerd, Minn.
General Manager.....	W. H. Gemmell.....	Brainerd, Minn.
Chief Engineer.....	W. L. Darling.....	St. Paul, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, M. W. Downie; title, auditor; address, Brainerd, Minn.



(Page 14.)

## EXPLANATORY REMARKS

Union Depot Tracks at Bemidji, Minn., owned jointly by the Minnesota &amp; International Ry. Co. and Minneapolis, St. Paul &amp; Sault Ste. Marie Ry. Co.

(Page 15.)

## (1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED

Name	Termini		Miles of Line Included in Preceding Table
	From	To	
Union Depot Tracks.....	Bemidji, Minn. ....	.....	.11
			.22

(Page 19.)

## ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OWNING COMPANY	MILES OF LINES	LEASE OR AGREEMENT		
		Date	Term	Concise Summary of Provisions
Big Fork & Northern Railway Company.....	37.23	Dec. 28, 1905	60 days notice	To hold, operate and control, assume all expenses, pay all taxes, receive all revenues, furnish all equipment and maintain in good condition until released. Consideration One Dollar.
Big Fork & International Falls Railway Co.	.37	Dec. 2, 1908	.....	None.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE.

(For Companies (Other than Switching and Terminal) Making Operating Reports.)

Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Minnesota & International Railway Company:				
A. Main Line.....	East Brainerd, Minn.....	Northome, Minn.....	11.33	130.63
B. Branches and Spurs.....	Funkley, Minn.....	Kelliher, Minn.....	1.40	
	South Bemidji, Minn.....	Bemidji, Minn.....	11.99	
	Various Industrial Spurs.....			
2. Big Fork & Northern Railway Company:				24.72
A. Main Line.....	Northome, Minn.....	Big Falls, Minn.....		31.60
B. Branches and Spurs.....	Various Industrial Spurs.....			5.63
4. Big Fork & International Falls Railway Company:				
A. Main Line.....	Big Falls, Minn.....	Grand Falls, Minn.....		37
Union Depot Tracks.....	Bemidji.....			111
Northern Pacific Ry., Main Line.....	Brainerd.....	E. Brainerd.....		1.91
Total Miles of Line.....				194.97

## THE MINNESOTA &amp; NORTH WISCONSIN RAILROAD COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. The Minnesota & North Wisconsin Railroad Company.
2. Date of organization. January 12, 1898
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Minnesota.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
D. F. Brooks.....	Minneapolis, Minn.....	January 14, 1914
A. S. Brooks.....	Minneapolis, Minn.....	January 14, 1914
P. R. Brooks.....	Minneapolis, Minn.....	January 14, 1914
M. J. Scanlon.....	Minneapolis, Minn.....	January 14, 1914
H. E. Gipson.....	Minneapolis, Minn.....	January 14, 1914
H. K. Brooks.....	Scanlon, Minn.....	January 14, 1914
S. D. Brooks.....	Scanlon, Minn.....	January 14, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	D. F. Brooks.....	Minneapolis, Minn.
First Vice President.....	M. J. Scanlon.....	Minneapolis, Minn.
Second Vice President.....	A. S. Brooks.....	Minneapolis, Minn.
Secretary.....	H. E. Gipson.....	Minneapolis, Minn.
Treasurer.....	P. R. Brooks.....	Minneapolis, Minn.
Attorney or General Counsel.....	P. A. Brooks.....	Minneapolis, Minn.
Comptroller.....	F. R. Merriam.....	Minneapolis, Minn.
General Manager.....	R. S. Pattie.....	Minneapolis, Minn.
General Superintendent.....	E. R. Smith.....	Minneapolis, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, H. E. Gipson; title, secretary; address, Minneapolis, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. January 12, 1913.
  2. Date of last closing of stock books before end of year for which this report is made. June 30, 1913.
  3. Total number of stockholders of record at the date required in answer to question 2. Ten.
  4. Has each share of stock one vote? Yes.
  5. Has any issue of securities contingent voting rights? No.
  6. Has any issue of securities special privileges in the election of directors? No.
  7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
- (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Brooks-Scanlon Lumber Co.
  - (c) The manner in which control was established. Ownership of majority of stock.
  - (d) The extent of control. Selection of directors.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 12.)

## EXPLANATORY REMARKS.

This road abandoned, tracks having been removed during the year, the rails and equipment sold. Expenditures made during the year were for the tearing up of the tracks, selling the rails and equipment.

See pages 45, 63A, 65A, 84 and 91.

Mileage figures not available because of above.

Tonnage per mile, etc., not available because of above.

## THE MINNESOTA TRANSFER RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. The Minnesota Transfer Railway Company.
2. Date of organization. March 10, 1883.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Minnesota, title 1, chapter 34, general statutes 1878.
7. What carrier operates the road of this company? Three.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
E. P. Bracken.....	Chicago, Ill.....	June, 1914
W. A. Garrett.....	Chicago, Ill.....	June, 1914
J. H. Foster.....	Minneapolis, Minn.....	June, 1914
W. M. Whitenton.....	Des Moines, Ia.....	June, 1914
A. W. Trenholm.....	St. Paul, Minn.....	June, 1914
J. M. Gruber.....	St. Paul, Minn.....	June, 1914
W. G. Biedr.....	Minneapolis, Minn.....	June, 1914
Geo. T. Slade.....	St. Paul, Minn.....	June, 1914
G. R. Huntington.....	Minneapolis, Minn.....	June, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	J. H. Foster.....	Minneapolis, Minn.
Vice President.....	A. W. Trenholm.....	St. Paul, Minn.
Vice President.....	H. A. Kennedy.....	St. Paul, Minn.
Secretary.....	O. H. Turner.....	St. Paul, Minn.
Treasurer.....	E. H. Bailey.....	St. Paul, Minn.
Solicitor.....	W. H. Norris.....	Minneapolis, Minn.
Auditor.....	O. H. Turner.....	St. Paul, Minn.
Superintendent.....	M. J. Dooley.....	St. Paul, Minn.

Officer to whom correspondence concerning this report should be addressed. Name, O. H. Turner; title, auditor and secretary; address, St. Paul, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. June 11, 1913.
3. Total number of stockholders of record at the date required in answer to question 2. Nine.
4. Has each share of stock one vote?  
If otherwise, explain voting rights. Each road has one vote.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.  
If control was so held, state:  
(a) The form of control, whether sole or joint. Joint.  
(b) The name of the controlling corporation or corporations. C. B. & O., C. G. W., M. & St. L. R. R.'s., C. M. & St. P., C. R. I. & P., C. St. P. M. & O., Grt. Nor., M. St. P. & S. S. M. and N. P. Ry. Cos.  
(c) The manner in which control was established. Equal stock ownership.  
(d) The extent of control. Entire.  
(e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

STATE OR TERRITORY	LINE OWNED		TOTAL	NEW LINE CONSTRUCTED DURING YEAR	RAILS	
	Main Track	Yard Tracks and Sidings			Iron	Steel
Minnesota.....	13.54	78.22	91.76	3.57	.....	91.76
Total Mileage Owned.....	13.54	78.22	91.76	3.57	.....	91.76

(Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

. A. Auxiliary (or Outside) Operations.

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Lease, etc.)	STATE OR TERRITORY
Stock Yards.....		Owned.....	Minnesota

(Page 83.)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations and reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. Retirement of Respondent's Security. 11. All other important financial changes.

1. 317 miles yard sidings.  
2. \$36,000.00 4% mortgage bonds.

(Page 15B.)

**TRACKS OPERATED.**

(For Switching and Terminal Companies.)

List of Tracks the Operations of which are Included in this Report.

In giving descriptions below, observe the following classification and order:

1. Tracks owned by respondent.
2. Tracks operated by respondent but owned by another carrier, control being secured through stock ownership.
3. Tracks operated under lease for specified sum.
4. Tracks operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Tracks operated under trackage rights.

NAME OF OWNER	LOCATION	CHARACTER OF BUSINESS	MILES OF TRACK		
			Main Track	Yard Tracks and Sidings	Total
The Minnesota Transfer Railway Company..	Ramsey, Hennepin and Anoka Counties.....	Switching and Terminal.....	13.54	78.22	91.76
Total.....			13.54	78.22	91.76

**TRACKS OPERATED AT COST FOR JOINT BENEFIT—INCLUDED ABOVE.**

NAME OF OWNER	LOCATION	CHARACTER OF BUSINESS	MILES OF TRACK		
			Main Track	Yard Tracks and Sidings	Total
The Minnesota Transfer Railway Company..	Ramsey, Hennepin and Anoka Counties.....	Switching and Terminal.....	13.54	78.22	91.76
Total.....			13.54	78.22	91.76



## MISSISSIPPI, HILL CITY &amp; WESTERN RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Mississippi, Hill City & Western Railway Company.
2. Date of organization. March 14, 1908.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. South Dakota General Laws.
7. What carrier operates the road of this company? M. H. C. & W. Ry. Co.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Geo. B. Robbins.....	Chicago, Ill.....	June, 1914
Frank B. Gifford.....	Chicago, Ill.....	June, 1914
E. E. Chandler.....	Chicago, Ill.....	June, 1914
F. W. Croll.....	Chicago, Ill.....	June, 1914
H. R. Horner.....	Chicago, Ill.....	June, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
Chairman of the Board.....	Geo. B. Robbins.....	Chicago, Ill.
President.....	Geo. B. Robbins.....	"
Vice President.....	Frank B. Gifford.....	"
Secretary.....	Chas. J. Faulkner, Jr.....	"
Treasurer.....	F. W. Croll.....	"
Attorney or General Counsel.....	Chas. J. Faulkner, Jr.....	"
Auditor.....	J. W. Stull.....	"
Assistant Auditor.....	J. L. Diven.....	Hill City, Minn.
General Manager.....	W. W. Rabey.....	"

Officer to whom correspondence concerning this report should be addressed. Name, J. L. Diven; title, assistant auditor; address, Hill City, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. September 4, 1913.
2. Date of last closing of stock books before end of year for which this report is made. May 20, 1913.
3. Total Numbers of Stockholders of record at the date required in answer to Question 2. Preferred 57; Common 8.
4. Has each share of stock one vote? Common stock each share one vote; preferred stock not voting.
5. Has any issue of securities contingent voting rights? No.
6. Has any issues of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other Than Switching and Terminal) Making Operating Reports)  
Name of Every Railway Company, the Operations of Which are Included in this Report

In giving roads below, observe the following classification and Order:

1. Line owned by respondent:
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

A. Main line.

B. Branches and spurs.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1-A: Mississippi, Hill City & Western.....	Hill City.....	Mississippi Jct., Minn.....	17.50	17.50
5. Great Northern Railway Company.....	Mississippi.....	Swan River, Minn.....	7.60	7.60
Total mileage operated.....			25.10	25.10

(Page 15A.)

## ROAD OPERATED—STATE OF MINNESOTA

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1-A Mississippi, Hill City & Western Ry.....	Hill City.....	Mississippi Junction.....	17.50	17.50
5. Great Northern Ry.....	Mississippi.....	Swan River.....	7.60	7.60
Total mileage operated.....			25.10	25.10

## NORTHERN PACIFIC RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Northern Pacific Railway Company.
2. Date of organization. Chartered by state of Wisconsin, March 15, 1870; amended January 21, 1871; March 16, 1871; and April 15, 1895.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. See above.  
Original name, Superior & St. Croix Railroad Company, changed in July, 1896, by resolution of stockholders and directors to Northern Pacific Railway Company.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a Consolidated Company.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. See 2 and 3.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
Howard Elliott.....	St. Paul, Minn.....	October, 1915
Lewis Cass Ledyard.....	New York City.....	October, 1915
J. P. Morgan, Jr.....	New York City.....	October, 1915
Thomas W. Lamont.....	New York City.....	October, 1915
Charles Steele.....	New York City.....	October, 1915
George F. Baker.....	New York City.....	October, 1913
Arthur Curtis James.....	New York City.....	October, 1913
William S. Tod.....	New York City.....	October, 1913
Grant B. Schley.....	New York City.....	October, 1913
William Sloane.....	New York City.....	October, 1913
William P. Clough.....	New York City.....	October, 1914
George F. Baker Jr.....	New York City.....	October, 1914
Amos Tuck French.....	New York City.....	October, 1914
James N. Hill.....	New York City.....	October, 1914
Payne Whitney.....	New York City.....	October, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Howard Elliott.....	St. Paul, Minn.
First Vice President.....	William P. Clough.....	New York City.
Second Vice President.....	J. M. Hannaford.....	St. Paul, Minn.
Third Vice President.....	George T. Slade.....	St. Paul, Minn.
Secretary.....	George H. Earl.....	New York City
Treasurer.....	Charles A. Clark.....	St. Paul, Minn.
General Counsel.....	Francis Lynde Stetson.....	New York City
General Counsel.....	Charles W. Bunn.....	St. Paul, Minn.
Comptroller.....	Henry A. Gray.....	St. Paul, Minn.
Assistant Comptroller.....	William G. Johnson.....	St. Paul, Minn.
General Manager.....	G. A. Goodell.....	St. Paul, Minn.
General Manager.....	E. C. Blanchard.....	Tacoma, Wash.
Chief Engineer.....	W. L. Darling.....	St. Paul, Minn.
	C. L. Nichols.....	St. Paul, Minn.
General Superintendents.....	J. M. Rapelle.....	Livingston, Mont.
	I. B. Richards.....	Tacoma, Wash.
Traffic Manager.....	J. G. Woodworth.....	St. Paul, Minn.
General Freight Agent.....	J. B. Baird.....	St. Paul, Minn.
General Passenger Agent.....	A. M. Cleland.....	St. Paul, Minn.
Land Commissioner.....	Thomas Cooper.....	St. Paul, Minn.

Officer to whom correspondence concerning this report should be addressed. Name H. B. Gray; title, comptroller; address, St. Paul, Minn.



## (Page 9.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT—Concluded

NAME	CONTROL				
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect, Name of Intermediary Through Which Control is Established
<b>Inactive Corporations:</b>					
Washington Central Railway Company.....	Sole	Ownership of Stock...	All	Direct	
Clearwater Short Line Railway Company.....	"	"	"	"	
The Manitoba Railway Company.....	"	"	"	"	
Montana Union Railway Company.....	"	"	"	"	
Montana Railway Company.....	"	"	"	"	
Washington & Columbia River Railway Co.....	"	"	"	"	
Washington & Duluth Railroad Company.....	"	"	Appro x.	"	
St. Paul & Northern Pacific Railway Company.....	"	"	"	"	
Cuyuna Northern Ry. Co.....	"	"	"	"	
Missouri River Ry. Co.....	"	"	"	"	
Western Dakota Ry. Co.....	"	"	"	"	
Shields River Valley Ry. Co.....	"	"	"	"	
Camp Creek Ry. Co.....	"	"	"	"	
Connell Northern Ry. Co.....	"	"	"	"	

## FACTS PERTAINING TO CONTROL OF RESPONDENT

Page 11.)

1. Date of last meeting of stockholders for election of directors. October 1, 1912.
2. Date of last closing of stock books before end of year for which this report is made. Sept. 2, 1912.
3. Total number of stockholders of record at the date required in answer to question 2. 15,612.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

## MILES OF LINE FOR EACH ROAD NAMED.

(Page 12.)

Branch Lines.	Name	From	To	Miles
Washington Branch.....	Iron River, Wis.	Washington, Wis.	Superior, Wis.	33.78
West Superior Branch.....	West Duluth Jet., Minn.	Superior, Wis.	Fond du Lac, Minn.	3.42
Fond du Lac Branch.....	West Duluth Jet., Minn.	Cloquet, Minn.	Cloquet, Minn.	12.20
Cloquet Branch.....	Carlton, Minn.	Cloquet, Minn.	Cloquet, Minn.	6.95
Manistig Branch.....	Rush City, Minn.	Grantsburg, Wis.	Grantsburg, Wis.	17.08
Miller Branch.....	Wroningen, Minn.	Banning, Minn.	Banning, Minn.	4.41
Shilwater Branch.....	Wroningen, Minn.	Taylor's Falls, Minn.	Taylor's Falls, Minn.	20.54
Little Falls Branch.....	Wroningen, Minn.	White Bear, Minn.	White Bear, Minn.	12.14
Little Falls and Dakota Branch.....	Wroningen, Minn.	Morris, Minn.	Morris, Minn.	37.61
Regis Falls Branch.....	Wroningen, Minn.	Oakes, N. D.	Oakes, N. D.	18.50
Regis River and Winnipeg Branch.....	Wadena Jet., Minn.	Pembina, N. D.	Pembina, N. D.	19.80
Red Lake Falls Branch.....	Manitoba Jet., Minn.	Carthage, Minn.	Carthage, Minn.	18.82
Keyston Branch.....	Fertile, Minn.	Sherack, Minn.	Sherack, Minn.	6.24
Keyston Branch.....	Key West, Minn.	Bayne, N. D.	Bayne, N. D.	13.79
Fargo and Southwestern Branch.....	Fairview Jet., N. D.	Streeter, N. D.	Streeter, N. D.	148.61
Casselman Branch.....	Fargo, N. D.	Manon, N. D.	Manon, N. D.	68.13
James River Branch.....	Casselman, N. D.	La Moure, N. D.	La Moure, N. D.	48.53
Devils Lake Branch.....	Cooperstown, N. D.	Oakes, N. D.	Oakes, N. D.	15.16
Sylveston Branch.....	Sanborn, N. D.	McHenry, N. D.	McHenry, N. D.	63.88
Oberon Branch.....	Sanborn, N. D.	Leeds, N. D.	Leeds, N. D.	107.40
Wilton Branch.....	Carrington, N. D.	Turtle Lake, N. D.	Turtle Lake, N. D.	85.09
Rocky Fork Branch.....	Pingree, Minn.	Wilton, N. D.	Wilton, N. D.	28.07
Clark's Fork Branch.....	McKenzie, N. D.	Linton, N. D.	Linton, N. D.	92.40
Park Branch.....	Laurel, Mont.	Red Lodge, Mont.	Red Lodge, Mont.	44.21
Ruby Valley Branch.....	Silesia, Mont.	Bridger, Mont.	Bridger, Mont.	19.71
Red Bluff Branch.....	Whitehall, Mont.	Gardiner, Mont.	Gardiner, Mont.	54.27
Boulder Branch.....	Harrison, Mont.	Alder, Mont.	Alder, Mont.	45.73
Elkhorn Branch.....	East Helena, Mont.	Norris, Mont.	Norris, Mont.	20.99
Red Mountain Branch.....	Boulder, Mont.	Pony, Mont.	Pony, Mont.	6.65
Marysville Branch.....	Helena, Mont.	Grt. Nor. Trans., Mont.	Grt. Nor. Trans., Mont.	6.28
Phillipsburg Branch.....	Clough Jet, Mont.	Elkhorn, Mont.	Elkhorn, Mont.	20.13
Bitter Root Branch.....	Drummond, Mont.	Rimmi, Mont.	Rimmi, Mont.	18.37
Coeur d'Alene Branch.....	Missoula, Mont.	Marysville, Mont.	Marysville, Mont.	12.58
Sunset Branch.....	St. Regis Jet, Mont.	Philipsburg, Mont.	Philipsburg, Mont.	25.94
Ft. Sherman Branch.....	Wallace, Idaho.	Darby, Mont.	Darby, Mont.	65.47
Palouse and Lewiston Branch.....	Hauser, Idaho.	Wallace, Idaho.	Wallace, Idaho.	57.15
Genesee Branch.....	Marshall, Wash.	Burke, Idaho.	Burke, Idaho.	6.68
Farmington Branch.....	Pullman Jet., Wash.	Success, Idaho.	Success, Idaho.	5.35
Pasco-Wallula Branch.....	Belmont, Wash.	Coeur d'Alene, Idaho.	Coeur d'Alene, Idaho.	13.61
Dayton Branch.....	Pasco, Wash.	Lewiston, Idaho.	Lewiston, Idaho.	138.67
Fendleton Branch.....	Atlatia, Wash.	Genesee, Idaho.	Genesee, Idaho.	27.50
	Hunts Jet., Wash.	Farmington, Wash.	Farmington, Wash.	6.89
		Wallula, Wash.	Wallula, Wash.	33.54
		Dayton, Wash.	Dayton, Wash.	33.54
		Fendleton, Ore.	Fendleton, Ore.	41.06

Pleasant View Branch.....	Eureka, Wash.....	Pleasant View, Wash.....	19.73
Tracy Branch.....	Mill Creek Jct., Wash.....	Tracy, Wash.....	6.12
Athens Branch.....	Smeltz, Ore.....	Athens, Ore.....	14.84
Sunnyside Branch.....	Sunnyside Jct., Wash.....	Grandview, Wash.....	20.99
Roslyn Branch.....	Clio Elum, Wash.....	Ronald, Wash.....	5.34
Buckley Line.....	Palmer Jct., Wash.....	Neeker, Wash.....	33.57
Green River Branch.....	Kanastak, Wash.....	End of track, Wash.....	14.79
Burnett Branch.....	Cascade Jct., Wash.....	Spiceron, Wash.....	15.86
Wilkeson Branch.....	Cascade Jct., Wash.....	Fairfax, Wash.....	15.09
Crocker Branch.....	Crocker, Wash.....	Wingate, Wash.....	5.44
Orting Branch.....	Orting, Wash.....	End of Track, Wash.....	10.03
Tacoma Tide Flats Branch.....	Tidewater, Wash.....	Tide Flats.....	1.09
Snoqualmie Branch.....	Woodinville, Wash.....	Sullal, Wash.....	39.17
Seattle Belt Line.....	Woodinville, Wash.....	Black River, Wash.....	14.41
Everett Branch.....	Snohomish, Wash.....	Everett, Wash.....	23.71
Bellingham Branch.....	Wickersham, Wash.....	Bellingham, Wash.....	23.71
Monte Cristo Branch.....	Hartford, Wash.....	Monte Cristo, Wash.....	42.12
Darrington Branch.....	Arlington, Wash.....	Darrington, Wash.....	28.03
Olympia Branch.....	Lakeview, Wash.....	Gate, Wash.....	43.45
Grays Harbor Branch.....	Centralia, Wash.....	Bay City, Wash.....	68.50
Elma Branch.....	Elma, Wash.....	Simpson, Wash.....	9.99
Peninsula Branch.....	Aberdeen Jct., Wash.....	Noelips, Wash.....	31.73
Cosmopolis Branch.....	Cosmopolis Jct., Wash.....	Cosmopolis, Wash.....	1.03
South Bend Branch.....	Chehalis, Wash.....	South Bend, Wash.....	56.68
Yacolt Branch.....	Vancouver Jct., Wash.....	Yacolt, Wash.....	27.25
			2,614.45

(Page 13.)

## ROAD OPERATED—ENTIRE LINE.

[For Companies (Other Than Switching and Terminal) Making Operating Reports.]  
Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
2. Branches and spurs.
3. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
4. Line operated under lease for specified sum.
5. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
6. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
1. A. Main Line.....	Ashland, Wis..... Tacoma, Wash..... Wilbridge, Ore..... Bay Front Line in Superior, Wis..... Rices Point, Minn..... Walbridge, Wis..... St. Paul, Minn..... St. Paul, Minn..... Little Falls, Minn..... Lines in St. Paul and Minneapolis..... Logan, Mont..... DeSmet, Mont..... Auburn, Wash..... 23rd Street Line in Tacoma, Wash..... Proportion of Joint tracks owned.....	Tacoma, Wash..... Vancouver, Wash..... Portland, Ore..... Central Ave., Wis..... Duluth, Minn..... Staples, Minn..... Brainerd, Minn..... Minn..... Butte, Mont..... Paradise, Mont..... Sumas, Wash..... (see page 14).....	1,997.29 133.09 3.62 1.12 7.70 3.25 162.06 139.31 32.91 7.52 71.20 64.00 146.08 1.93 3.33
2. B. Branch Lines.....	See page 12 Proportion of Joint tracks owned..... Main line Spurs to Industries..... Branch line Spurs to Industries..... Proportion of Joint Spurs owned.....	(see page 14)..... (see page 14)..... (see page 14).....	2,614.45 3.96 189.81 137.97 12.58
Total Owned, Class 1.....			2,764.41
Duluth Union Depot Co..... Cuyuna Northern Ry. Co..... Missouri River Ry. Co..... Western Dakota Ry. Co.....	In Duluth..... Deerwood, Minn..... Fandan, N. D..... Gladstone, Minn..... Cannon Ball Jet.....	Orlando and track end..... Stanton, N. D..... Cannon Ball..... Mott, N. D.....	25 88.76 64.81 91.35
			5,722.91



(Page 13.)

**ROAD OPERATED—ENTIRE LINE—Concluded**  
(For Companies (other than Switching and Terminal) Making Operating Reports.)

NAME	TERMINI		Miles of Line for Each Class of Roads Named
	From	To	
Shields River Valley Ry.	Mission, Mont.	Wilsall, Mont.	22.90
Camp Creek Ry. Co.	Manhattan, Mont.	Anceny, Mont.	15.15
Clearwater Short Line Ry.	Arrow, Idaho	Stites, Idaho	62.91
	Joseph, Idaho	Grangeville, Idaho	66.78
	Snake River Jct.	Riparia, Idaho	40.97
Connell Northern Ry. Co.	Connell to Adeo and Basset Jct. t Spurs to Industries (page 12)	o Schrag.	170.66 73.49 4.07
3. Montana Union Railway Company Washington Central Ry.	Garrison, Mont.	Butte, Mont.	52.31
	Cheney, Wash.	Adrian, Wash.	129.88
	Spurs to Industries		13.77
5. Main Track: Great Northern Railway Company	St. Paul, Minn.	Minneapolis, Minn.	7.72
Minneapolis Union Railway Company	In Minneapolis, Minn.		2.52
Minneapolis & St. Louis Railroad Company	In Minneapolis, Minn.		1.62
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	In Ashland, Wis.		1.54
Great Northern Railway Company	Helena, Mont.	Boomerang, Mont.	36.17
Midland Ry. Co. of Manitoba	International Boundary	Winnipeg.	73.70
Oregon, Washington R. & Nav. Company	In Burke, Ida.		.34
Oregon, Washington R. & Nav. Company	Lewiston, Ida.	Riparia, Wash.	70.93
Spokane, Portland & Seattle Railway Company	Pasco, Wash.	Snake River Jct., Wash.	24.81
Spokane, Portland & Seattle Railway Company	Vancouver, Wash.	Wilbridge, Ore.	5.32
St. Paul Union Depot Company	In St. Paul, Minn.		.56
Chicago & Northwestern Railway Company	In Oakes, N. D.		.06
Chicago, Milwaukee & St. Paul Railway Company	In Union, N. D.		1.11
Oregon, Washington Railroad & Navigation Company	In Burke, Idaho		.34
Great Northern Railway Company	In Seattle, Wash.		2.26
Northern Pacific Terminal Company	In Portland, Ore.		.92
Less Proportion owned, included on page 13.			7.29
5. Spur Tracks to Industries: Chicago, St. Paul, Minneapolis & Omaha Ry. Co.	In Duluth, Minn	Superior, Wis.	2.40
Great Northern Railway Company	In Scanlon and Cloquet, Minn.		1.19
C. M. & St. P. Ry. Co. and C. St. P. M. & O. Ry. Co.	In Stillwater, Minn.		1.24
			221.29
			530.31
			195.96

Gt. Northern-C. G. W. Ry. Co.'s .....	1.79
Chicago, Burlington & Quincy Railroad Company .....	4.09
Chicago, Milwaukee & Puget Sound Ry. ....	5.15
Oregon-Washington R. R. & Navigation Co. ....	1.31
Idaho & Washington R. R. & N. Co. ....	1.64
Great Northern & O-W. R. R. & N. Co. ....	1.53
Chicago, Milwaukee & St. Paul Railway Company .....	1.88
Northern Pacific Terminal Company .....	3.02
Spok. Port. & Seattle Ry. & Nor. Pac. Term. Co. ....	.46
Less Proportion owned, included on page 13. ....	12.58
Total Mileage Operated .....	6,683.59

## ROADS JOINTLY OWNED

(Page 14.)

	MILES	N. P. RY. CO.	PROPORTION
St. Paul Union Depot Company.....	.56	1/9	.06
Great Northern Railway Company.....	2.26	1/2	1.13
Spokane, Portland & Seattle Railway Company.....	5.32	1/3	1.77
Northern Pacific Terminal Company.....	.92	2/5	.37
Midland Ry. Co. of Manitoba.....	6.40	1/2	3.33
Chicago, Milwaukee & St. Paul Railway Company.....	1.11	1/2	3.20
Chicago & Northwestern Railway Company.....	.06	1/2	.03
Oregon-Washington Railroad & Navigation Company.....	34	1/2	.17
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	.79	1/2	3.96
Great Northern Railway Company.....	1.61	3/4	.39
C. St. P. M. & O. Ry. and C. M. & St. P. Ry. Companies.....	1.19	1/2	1.21
Great Northern-Chicago Great Western Ry.'s.....	1.24	1/3	.59
Chicago, Burlington & Quincy Railroad Company.....	1.79	1/2	.41
Chicago, Milwaukee & St. Paul Railway Company.....	4.09	1/2	.89
Oregon-Washington Railroad & Navigation Company.....	2.63	1/2	2.05
Idaho & Washington Railway Company.....	2.52	1/2	1.31
Great Northern Ry.....	.32	1/2	1.26
Chicago, Milwaukee & St. Paul Railway Company.....	.99	1/2	.16
Idaho & Washington Railway Company.....	1.64	1/2	.49
Great Northern Ry.....	1.53	1/2	.82
Chicago, Milwaukee & St. Paul Railway Company.....	1.22	1/2	.76
Northern Pacific Terminal Company.....	.86	1/2	.61
S. F. & S. Ry. and N. P. Terminal Companies.....	3.02	2/5	1.21
	.46	1/5	.33
			.09
			12.58
Total .....	42.67		19.87

(Page 15.) (1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line Included in Preceding Table
	From	To		
Roads Jointly Owned (See page 14).....			42.67	33.72
Roads Jointly Leased:				
Great Northern Railway Company.....	St. Paul, Minn.	Minneapolis, Minn.	7.72	
Minneapolis Union Railway Company.....	In Minneapolis, Minn.		2.52	
Minneapolis & St. Louis Railroad Company.....	In Minneapolis, Minn.		1.62	
Chicago, St. Paul, Minneapolis & Omaha Ry. Co.....	In Ashland		.54	
Midland Railway Company of Manitoba.....	International Boundary	Winnipeg	67.30	
Great Northern Railway Company.....	Helena, Mont.	Boomerang, Mont.	36.17	
Oregon-Washington Railroad & Navigation Company.....	Regina	Lewiston, Ida.	70.93	
Spokane, Portland & Seattle Ry.....	Pasco, Wash.	Snake River Jct.	24.81	
Total.....				211.61
				254.28

(Page 14A.) BRANCH LINES.

NAME	FROM	TO	MILES
West Superior Branch.....	West Duluth, Jct.	Wis. State Line.....	2.01
Fond du Lac Branch.....	West Duluth, Jct.	Fond du Lac.....	12.20
Cloquet Branch.....	Carlton	Cloquet.....	6.95
Grantburg Branch.....	Rush City	Wisconsin State Line.....	5.08
Miller Branch.....	Groinger	Banning	4.41
Taylor Falls Branch.....	Wyoming	Taylor Falls.....	20.54
Stillwater Branch.....	White Bear	Stillwater.....	12.74
Minneapolis Branch.....	Minneapolis	White Bear.....	13.11
Little Falls Branch.....	Little Falls	Morris.....	87.90
Fergus Falls Branch.....	Wadena Jct.	North Dakota State Line.....	74.97
Red River Branch.....	Manitoba Jct.	North Dakota State Line.....	94.58
Red Lake Falls Branch.....	Fertile	Carthage.....	54.34
Keystone Branch.....	Key West	Sherack.....	6.01
Total.....			394.84

(Page 15A.) ROAD OPERATED—STATE OF MINNESOTA.  
(For Companies (Other Than Switching and Terminal) Making Operating Reports).

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. A. Main Line.....	Wisconsin State Line..... Rices Point, Minn..... Walbridge Line..... St. Paul..... St. Paul..... Proportion of Joint Track owned.....	N. Dak. State Line..... Wisconsin State Line..... Duluth..... Staples and Brainerd.....	239.07 1.64 182.06 179.74 .06	572.66
1. B. Branch Lines..... Main Line Spurs to industries..... Branch Line Spurs to industries.....	See page 14A..... Proportion of Joint track owned.....		394.84 43.39 15.46 3.10	456.73
Lines controlled through stock ownership, Class 2. Duluth Union Depot Company..... Cuyuna Northern Railway Company.....	Total owned..... In Duluth..... Deerwood to Orelands and end of Spur tracks, Cuyuna Northern Ry.....			1,029.39
5. Line operated under trackage rights: St. Paul Union Depot Co..... Great Northern Ry Co..... Minneapolis Union Ry. Co..... Minneapolis & St. Louis R. R. Co.....	St. Paul..... St. Paul..... In Minneapolis..... In Minneapolis..... Less proportion owned, included in A.....	Minneapolis.....	.56 7.72 2.62 1.62 .06	9.41
Sundry Spur tracks detailed below.....	Less proportion owned included in A.....		5.83 3.10	12.36
Total Mileage operated.....				2.73
				1,063.89

\*Deduct.

(Page 15A.) (1) ROAD JOINTLY OWNED OR (2) ROAD JOINTLY LEASED.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line Included in Preceding Table
	From	To		
Roads Jointly Owned:				
St. Paul Union Depot Company.....	In St. Paul.....	N. P. Proportion 1/2	.56	.06
Chicago, St. Paul, Minneapolis & Omaha Railway Co.....	Spurs in Duluth.....	3/4	1.61	1.21
Great Northern Railway Company.....	Spurs in Selkirk and Cloquet.....	1/2	1.19	.50
C. St. P. M. & O. Ry. Co. and C. M. & St. P. Ry. Co.....	Spurs in Stillwater.....	1/3	1.24	.41
C. St. P. M. & O. & G. N. Ry.s.....	Spurs in Minneapolis and St. Paul.....	1/2	1.79	.89
Roads Jointly Leased:				
Great Northern Railway Company.....	St. Paul.....	Minneapolis.....	6.39	3.16
Minneapolis Union Railway Company.....	In Minneapolis.....		7.72	
Minneapolis & St. Louis Railroad Company.....	In Minneapolis.....		2.53	
			1.62	
Total Miles.....			11.86	3.16
			18.25	

(Page 17.) AUXILIARY (OR OUTSIDE) OPERATIONS AND MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY

## A. Auxiliary (or Outside) Operations

DESIGNATION	CHARACTER OF BUSINESS	TITLE (Ownership, Leased, etc.)	STATE OR TERRITORY
Sleeping Cars.....		One-half interest owned.....	States traversed by line of road. Minnesota.
Dining and Cafe Cars.....		Wholly owned.....	
Observation and Chair Cars.....		Wholly owned.....	
Restaurants.....		Wholly owned.....	
Stock Yards, Minnesota Transfer.....		One-ninth interest owned.....	

## B. Miscellaneous Investments—Physical Property

DESIGNATION	CHARACTER OF BUSINESS	STATE OR TERRITORY	INVESTMENT	NET INVESTMENT
Real estate.....	Terminals.....	British Columbia.....	\$1,363,165.76	\$1,363,165.76
	Lands.....	Oregon.....	20,000.00	20,000.00
Rails and track material.....		Various.....	371,185.93	371,185.93
Telegraph line.....		Manitoba.....	135.93	135.93
Total.....			\$1,755,183.62	\$1,755,183.62

# NORTHERN PACIFIC RAILWAY CO.

(Page 19.) ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OWNING COMPANY	MILES OF LINE	LEASE OR AGREEMENT		
		Date	Term	Concise Summary of Provisions
Washington Central Railway Company.....	131.29	June 1, 1898.	999 Years...	The Northern Pacific Railway Company maintains, operates and guarantees interest on outstanding bonds, payments made to Trustee of mortgage quarterly.
Oregon Short Line Railroad Company..... (Utah & Northern Ry.)	56.23	Aug. 1, 1896.	999 Years...	Rental 6% per annum on valuation of property leased, payable semi-annually. Original lease to Montana Union Railway Company, and by that Company assigned to Northern Pacific Railway Company, by instrument dated Oct. 7, 1898.

ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OPERATING COMPANY	MILES OF LINE	LEASE OR AGREEMENT		
		Date	Term	Concise Summary of Provisions
Provincial Government of Manitoba.....	355.58	July 15, 1901.	999 Years...	Rental payable quarterly in cash, provision to purchase at any time during life of lease, for \$7,000,000.
Butte, Anaconda & Pacific Railway Co.....	9.19	May 7, 1908.	5 Years.....	Rental \$10,000 per annum and taxes. Lessee to maintain property.
Spokane, Portland & Seattle Ry. Co.....	37.18	July 12, 1911.	999 Years....	Rental \$3,000 per month, plus 5% per annum on additions and betterments.

(Page. 83)

## IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidation or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned, and reasons therefor. 10. Retirement of respondent's securities. 11. All other important financial changes.

1. Cuyuna Northern Ry., Deerwood to Orelands and track end, constructed. . . . . 8.88  
2. Main line shortened. . . . . .03 8.85

7. Prior lien bonds issued under Art. 1, Sec. 4 of Mortgage, December 4, 1912. . . . . \$1,500,000  
Less bonds purchased by trustees and cancelled March 27, 1913. . . . . 513,000

Net increase in mortgage debt. . . . . \$987,000

8. See page 82.

10. See 7. \$513,000 prior lien bonds purchased by trustee under terms of mortgage and cancelled.

Item 8, page 83—Changes in holdings of stocks and bonds during the year ending June 30th, 1913.

	June 30, 1912		June 30, 1913		Increase or Decrease	
	Par Value	Book Value	Par Value	Book Value	Par Value	Book Value
<b>Bonds—</b>						
Northern Pacific Railway Co.—Prior lien. . . . .	\$3,383,000.00	\$3,933,000.00	\$927,000.00	\$927,000.00	\$3,006,000.00	\$3,006,000.00
Washington & Great Northern Joint. . . . .	8,828,500.00	8,828,500.00	8,828,500.00	8,828,500.00		
Washington & Columbia River Ry. Co. . . . .	2,139,000.00	2,139,000.00	1,271,000.00	1,271,000.00	868,000.00	868,000.00
Chicago, Burlington & Quincy R. R. Co., gen'l mort. . . . .	2,480,000.00	2,480,000.00	2,480,000.00	2,480,000.00		
Spokane, Portland & Seattle Ry. Co. . . . .	3,310,796.46	3,310,796.46			3,310,796.46	3,310,796.46
Northwestern Improvement Co. . . . .	25,500,000.00	17,850,000.00	31,855,000.00	22,298,500.00	6,355,000.00	4,448,500.00
Northern Pacific Terminal Co. . . . .	2,960,000.00	2,960,000.00	2,960,000.00	2,960,000.00		
Minnesota Transfer Railway Co. . . . .	71,000.00	81,800.00	69,000.00	79,600.00	2,000.00	2,200.00
Great Northern Railway Co., first and refunding. . . . .	1,000,000.00	1,015,000.00	73,000.00	73,000.00	4,000.00	4,000.00
Washington Central Railway Co. . . . .	17,500.00	15,925.00	17,500.00	15,925.00	1,000,000.00	1,015,000.00
Aitch., Top. & Santa Fe Ry. Co., first refunding. . . . .	171,000.00	163,349.13			171,000.00	163,349.13
Oregon Short Line, refunding. . . . .	220,000.00	212,085.83			220,000.00	212,085.83
Col. & Southern Ry. Co., refunding and extension. . . . .	100,000.00	95,000.00			100,000.00	95,000.00
	100,000.00	100,000.00			100,000.00	100,000.00



(Page 82)

	June 30, 1912		June 30, 1913		Increase or Decrease	
	Par Value	Book Value	Par Value	Book Value	Par Value	Book Value
<b>Stocks—</b>						
Northern Pacific Railway Co.	54,000.00	54,000.00	54,000.00	54,000.00		
Chicago, Burlington & Quincy R. R., N. P. one-half.	109,114,809.76	109,114,809.76	109,114,809.76	109,114,809.76		
Spokane, Portland & Seattle Ry. Co.	53,806,750.00	53,806,750.00	53,806,750.00	53,806,750.00		
St. Paul Union Depot Co.	20,000,000.00	20,000,000.00	20,000,000.00	20,000,000.00		
Lake Superior Term. & Trans. Ry. Co.	59,850.00	59,850.00	59,850.00	59,850.00		
Camas Prairie R. R. Co.	148,800.00	109,001.00	157,200.00	117,401.00	8,300.00	8,400.00
Big Fork & International Falls Ry. Co.	10,000.00	10,000.00	25,000.00	25,000.00	15,000.00	15,000.00
Clearwater Short Line Ry. Co.	10,000.00	10,000.00	10,000.00	10,000.00		
Washington Central Ry. Co.	2,127,200.00	2,127,200.00	2,127,200.00	2,127,200.00		
Missouri River Ry. Co.	1,000,000.00	221,279.94	1,000,000.00	221,279.94		
Connell Northern Ry. Co.	300,000.00	300,000.00	300,000.00	300,000.00		
Western Dakota Railway Co.	50,000.00	50,000.00	50,000.00	50,000.00		
Shields River Valley Ry. Co.	10,000.00	10,000.00	10,000.00	10,000.00		
Dakota & Montana Ry. Co.	10,000.00	10,000.00	10,000.00	10,000.00		
Chicago, Burlington & Quincy R. R. Co., free stock.	49,600.00	121,078.54	49,600.00	121,078.54		
Colorado Southern Ry. Co.	100,000.00	56,400.00	100,000.00	56,400.00		
Camp Creek Railway Co.	100,000.00	100,000.00	100,000.00	100,000.00		
Cuyuna Northern Railway Co.	25,000.00	25,000.00	25,000.00	25,000.00		
Midland Ry. Co. of Manitoba.	5,000.00	5,000.00	2,150,000.00	2,150,000.00	2,145,000.00	
Northwestern Improvement Co.	6,775,000.00	6,775,000.00	6,775,000.00	6,775,000.00		
Ruth Trust Company.	113,550.00	227,100.00	113,550.00	227,100.00		
Lewiston Terminal Company.	345.00	1.00	345.00	1.00		
Gilmore & Pittsburg Ry. Co.			2,000,000.00	2,000,000.00	2,000,000.00	
<b>Miscellaneous—</b>						
Big Fork & International Falls Ry. Co.	871,991.52	871,991.52			871,991.00	871,991.52
Gilmore & Pittsburg Ry. Co.	4,607,602.00	4,607,602.00			4,607,602.00	4,607,602.00
<b>Totals.</b>	\$141,228,688.00	\$188,128,770.18	\$137,414,495.00	\$182,497,645.24	\$3,814,193.00	\$8,631,124.94

**Note**—The transactions involved in changes in holdings of Stocks and Bonds shown above are numerous, the detail would be extensive, and it is therefore omitted.

## RAILWAY TRANSFER COMPANY OF MINNEAPOLIS

(Page 3)

## HISTORY

1. Exact name of common carrier making this report Railway Transfer Co. of Minneapolis
2. Date of organization. March 31, 1883.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Minnesota.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
W. G. Bierd.....	Minneapolis.....	1st Mon. in Apr., 1914
L. G. Scott.....	Minneapolis.....	"
W. H. Bremner.....	Minneapolis.....	"
Newman Erb.....	New York.....	"
F. H. Davis.....	New York.....	"

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Newman Erb.....	New York
First Vice President.....	W. G. Bierd.....	Minneapolis
Secretary.....	L. G. Scott.....	Minneapolis
Treasurer.....	W. W. Cole.....	Minneapolis
General Superintendent.....	J. A. Moynihan.....	Minneapolis

Officer to whom correspondence concerning this report should be addressed. Name, L. O. Merriam; title, accountant; address, Ry. Tr. Co., Minneapolis.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. April 14, 1913.
2. Date of last closing of stock books before end of year for which this report is made. April 14, 1913.
3. Total number of stockholders of record at the date required in answer to question 2. Six.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913?  
If control was so held, state:
  - (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. M. & St. L. R. R. Co.
  - (c) The manner in which control was established. Organization, April 1, 1883.
  - (d) The extent of control. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE

(For Companies (Other than Switching and Terminal) making Operating Reports)

Name of Every Railway Company the Operations of Which are Included in this Report.

In Giving Roads Below, Observe the Following Classification and Order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
5. M. & St. L. R. R. Co.....	First St. No., Minneapolis.....	20th Ave. So., Minneapolis.....	3.16	3.16
4. M. & St. L. R. R. Co.....	First St. No., Minneapolis.....	20th Ave. So., Minneapolis.....	8.80	8.80
Total mileage operated.....				11.96

(Page 15B.)

## TRACKS OPERATED.

(For Switching and Terminal Companies.)

List of Tracks the Operations of which are Included in this Report

In giving descriptions below, observe the following classification and order:

1. Tracks owned by respondent.
2. Tracks operated by respondent but owned by another carrier, control being secured through stock ownership.
3. Tracks operated under lease for specified sum.
4. Tracks operated under contract of agreement, or where the rent is contingent upon earnings or other considerations.
5. Tracks operated under trackage rights.

NAME OF OWNER	LOCATION	CHARACTER OF BUSINESS	MILES OF TRACK		
			Main Track	Yard Tracks and Sidings	Total
5. Minneapolis & St. Louis Railroad Company	Minneapolis.....	Switching.....	3.16	8.80	
4. Minneapolis & St. Louis Railroad Company	Minneapolis.....	Switching.....			
Total Miles.....			3.16	8.80	11.96

## (Page 19.) ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT

NAME OF OWNING COMPANY	Miles of Line	LEASE OR AGREEMENT				Concise Summary of Provisions
		Date	TERM			
			From	To		
Minneapolis & St. Louis R. R. Co.....	8.80 3.16	Nov. 2, 1904	Nov. 2, 1904	Nov. 2, 1914	All yard track of M. & St. L. R. R. Co. between 1st st. N. and 20th Ave. S., including ground and all railway facilities belonging to M. & St. L. R. R. in same territory. Compensation \$60,000 per annum and 5% of cost of additions to the property. Also joint use of main line track between above limits Compensation \$1.00 per loaded car handled. These two main line tracks are not included in 8.80 miles named above.	

## (Page 89.) CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA

Here give a concise statement of all contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers, which became effective during the year covered by this report. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

5. Lease of tracks and facilities from M. & St. L. R. R. Co.

## ST. PAUL BRIDGE &amp; TERMINAL RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. St. Paul Bridge & Terminal Railway Company.
2. Date of organization. October 12, 1908.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Under the provisions of Chapter 58, Revised Laws of Minnesota for 1905.
7. What carrier operates the road of this company? Itself.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
John S. Bangs.....	St. Paul, Minn.....	January, 1914
Ker D. Dunlop.....	St. Paul, Minn.....	January, 1914
Albert R. Fay.....	Chicago, Ill.....	January, 1914
Wm. Magivny.....	St. Paul, Minn.....	January, 1914
Louis F. Swift.....	Chicago, Ill.....	January, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Wm. Magivny.....	So. St. Paul, Minn.
Vice President.....	A. R. Fay.....	Chicago, Ill.
Secretary and Treasurer.....	A. A. McKechnie.....	So. St. Paul, Minn.
Auditor.....	(The Secretary).....	
Supt. Mctce. and Operation.....	C. A. Ross.....	So. St. Paul, Minn.

Officer to whom correspondence concerning this report should be addressed: Name, A. A. McKechnie; title, secretary; address, So. St. Paul, Minn.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. January 22, 1913.
2. Date of last closing of stock books before end of year for which this report is made. December, 1912.
3. Total number of stockholders of Record at the date required in answer to question 2. Five.
4. Has each share of stock one vote? Yes.
5. Has any issues of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE.

(For Companies (Other Than Switching and Terminal) Making Operating Reports)

Name of Every Railway Company the Operations of Which are Included in this Report

In giving roads below, observe the following classification and order:

1. Line owned by respondent—
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. St. Paul Bridge & Terminal Railway Company.....	Hoffman Avenue, St. Paul.....	South St. Paul, Minn.....	5.66	5.66
2. St. Paul Union Stock Yards Company.....	South St. Paul.....	.....	16.75	16.75
3. Chicago, Milwaukee & St. Paul Railway Co.....	St. Paul.....	Crossovers.....	.37	
3. Chicago, Rock Island & Pacific Ry. Co.....	South St. Paul.....	Connections.....	.41	.78
Total.....	.....	.....	23.19	23.19

(Page 15 B.)

## TRACKS OPERATED

(For Switching and Terminal Companies)

## List of Tracks the Operations of Which are Included in this Report

In Giving Descriptions Below, Observe the Following Classification and Order:

1. Tracks owned by respondent.
2. Tracks operated by respondent but owned by another carrier, control being secured through stock ownership.
3. Tracks operated under contract of agreement or where the rent is contingent upon earnings or other considerations.
4. Tracks operated under contract of agreement or where the rent is contingent upon earnings or other considerations.
5. Tracks operated under trackage rights.

NAME OF OWNER	LOCATION	CHARACTER OF BUSINESS	MILES OF TRACK	
			Yard Track and Sidings	Total
1. St. Paul Bridge & Terminal Ry.....	So. St. Paul to St. Paul.....	Railway.....	5.66	5.66
2. St. Paul Union Stockyards.....	So. St. Paul.....	Stockyards.....	16.75	16.75
3. St. Paul Milwaukee & St. Paul Ry. Co.....	St. Paul.....	Railway.....	.37	.37
4. Chicago, Rock Island & Pacific Ry.....	So. St. Paul.....	Railway.....	.41	.41
Total.....	.....	.....	23.19	23.19

Are the tracks of the respondent operated primarily in the interest of any industrial, manufacturing, or other corporation, firm or individual?  
 If so, give the name and address of corporation, firm or individual.  
 Name, St. Paul Union Stockyards Company, address, South St. Paul, Minn.

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES

STATE OR TERRITORY	LINE OWNED		New Line Constructed During Year	RAILS	
	Yard Track and Sidings	Total		Steel	
Minnesota.....	5.66	5.66		5.66	
Total mileage owned.....	5.66	5.66		5.66	



## (Page 19.) ROAD OR TRACKS ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT

NAME OF OWNING COMPANY	MILES OF LINE	LEASE OR AGREEMENT				Concise Summary of Provisions
		Date	TERM		To	
			From			
St. Paul Union Stock Yards Company.....	16.75	Jan. 2, 1909	Jan. 1909.....	July, 2009	Tracks and facilities leased for nominal consideration. Bridge Company (lessee) pays all expenses of maintenance and renewals.	

## WINONA BRIDGE RAILWAY COMPANY

(Page 2.)

## EXPLANATORY REMARKS

The Winona Bridge Railway was constructed, completed and put in operation, and is now being operated by the Winona Bridge Railway Company, a railway corporation in the state of Minnesota.

This is a line of railway, 1.03 miles in length, extending from the city of Winona, in the state of Minnesota, in an easterly direction across the Mississippi River into the town of Buffalo, in the state of Wisconsin.

A part of the line is a steel railroad drawbridge across the Mississippi River.

The work of constructing the Winona Bridge Railway was commenced in the fall of 1890 and was completed in the fall of 1891, the line being put in operation at the time of its completion.

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Winona Bridge Railway Company.
2. Date of organization. July 10, 1890.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Minnesota, chapter 34, general statutes of Minnesota and laws amendatory thereto.
7. What carrier operates the road of this company? Winona Bridge Railway Company.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
J. A. Jordan	Green Bay, Wis.	June 3, 1914
Chas. W. Cox	New York City, N. Y.	June 3, 1914
W. W. Baldwin	Burlington, Ia.	June 3, 1914
T. S. Howland	Chicago, Ill.	June 3, 1914
C. I. Sturgis	Chicago, Ill.	June 3, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President	W. W. Baldwin	Burlington, Ia.
First Vice President	J. A. Jordan	Green Bay, Wis.
Secretary	H. W. Weiss	Chicago, Ill.
Treasurer	T. S. Howland	Chicago, Ill.
General Superintendent	D. Cunningham	La Crosse, Wis.

Officer to whom correspondence concerning this report should be addressed. Name, H. W. Weiss; title, secretary; address, 547 W. Jackson Blvd., Chicago, Ill.

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. June 4, 1913.
2. Date of last closing of stock books before end of year for which this report is made. Do not close stock books.
3. Total number of stockholders of record at the date required in answer to question 2. 12.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? The stock record shows that approximately two-thirds of the stock stands in the name of the Chicago, Burlington & Quincy R. R. Co., and one-third in the name of the Green Bay & Western R. R. Co.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 1913? No.

(Page 13.)

## ROAD OPERATED—ENTIRE LINE.

[For Companies (Other Than Switching and Terminal) Making Operating Reports.]

Name of Every Railway Company the Operations of Which Are Included in This Report.

In giving roads below, observe the following classification and order:

1. Line owned by respondent:
  - A. Main line.
  - B. Branches and spurs.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Class of Roads Named	Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To			
Winona Bridge Railway Company.....	1. A point on south line of block G. and H. in Riverside addition to Winona, County of Winona, State of Minnesota and north line of 3rd street in said city at stations 34 and 34-2.	(Across the Mississippi River) to the southeast corner of lot 2, in Section 8, Township 18, North of Range 10 in the town and county of Buffalo, State of Wisconsin....		1.03	.....
Total Miles Operated.....				1.03	

## ROAD OPERATED—STATE OF MINNESOTA.

For Companies (Other than Switching and Terminal) Making Operating Reports.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
Winona Bridge Railway Company.....	A point on the south line of block C & H in Riverside Addition to Winona in City of Winona, Coun- ty of Winona, State of Minn., and north line of 3d Street in said city at Station 54 and 34-2.....			
Total mileage operated.....			.40	.40

## WISCONSIN CENTRAL RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Wisconsin Central Railway Company
2. Date of organization. December 30, 1897.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Under the general laws of the state of Wisconsin; chapter 87 of the revised statutes of Wisconsin of 1878, first enacted as chapter 119 of the general laws of 1872.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Not strictly a reorganized company, but an independent company which purchased the railroads and properties of the Wisconsin Central Company, the Wisconsin Central Railroad Company, the Milwaukee & Lake Winnebago Railroad Company, the Chicago, Wisconsin & Minnesota Railroad Company, the Penokee Railroad Company, the Packwaukee & Montello Railroad Company, the Marshfield & Southeastern Railway Company, and, in 1906, the Owen & Northern Railway Company and the Lake Superior & Southeastern Railroad Company.
7. What carrier operates the road of this company? Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

(Page 5.)

## ORGANIZATION

Names of Directors	Post Office Address	Date of Expiration of Term
E. Pennington.....	Minneapolis, Minn.	October 14, 1913
J. S. Pillsbury.....	Minneapolis, Minn.	October 14, 1913
C. E. Wales.....	Minneapolis, Minn.	October 14, 1913
Alfred H. Bright.....	Minneapolis, Minn.	October 14, 1913
W. L. Martin.....	Minneapolis, Minn.	October 14, 1913
C. T. Jaffray.....	Minneapolis, Minn.	October 14, 1913
Leroy W. Baldwin.....	New York, N. Y.	October 14, 1913
Wm. Irvine.....	Chippewa Falls, Wis.	October 14, 1913
Sidney G. Courteen.....	Milwaukee, Wis.	October 14, 1913
M. H. Ballou.....	Menasha, Wis.	October 14, 1913
W. F. Fitch.....	Marquette, Mich.	October 14, 1913

## OFFICERS

Title	Name	Official Address
President.....	E. Pennington.....	Minneapolis, Minn.
Vice President.....	Alfred H. Bright.....	Minneapolis, Minn.
Vice President.....	W. F. Fitch.....	Marquette, Mich.
Secretary.....	Geo. W. Webster.....	Minneapolis, Minn.
Treasurer.....	Chas. F. Clement.....	Minneapolis, Minn.
Assistant Secretary.....	J. A. Millington.....	Milwaukee, Wis.
Comptroller.....	C. W. Gardner.....	Minneapolis, Minn.
Auditor.....	R. Kirkwood.....	Minneapolis, Minn.
Assistant Auditor.....	A. R. Marshall.....	Minneapolis, Minn.

Name and address of officer to whom correspondence concerning this report should be addressed  
 Name, C. W. Gardner; title, comptroller; address, Minneapolis, Minn.

## (Page 7.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT.

NAME	CONTROL				Other Parties to Agreement For Joint Control
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect, Name of Intermediary Through Which Control is Established
Active Corporations:					
Milwaukee Terminal Ry.....	Sole	Stock Ownership	100%	Direct	

## (Page 9.) TRANSPORTATION CORPORATIONS CONTROLLED BY RESPONDENT—CONTINUED

NAME	CONTROL				Other Parties to Agreement for Joint Control
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect, Name of Intermediary Through Which Control is Established
Inactive Corporations:					
Minn., St. Croix & Wis. R. R.....	Sole	Stock Ownership	100%	Direct	None.
St. Paul & St. Croix Falls Ry.....	"	"	"	"	"
Chippewa Falls & Western Ry.....	"	"	"	"	"
Wis. & Minn. R. R.....	"	"	"	"	"
Penokee Railroad.....	"	"	"	"	"
Wis. Central Railroad.....	"	"	"	"	"
Marshfield & South Eastern Ry.....	"	"	"	"	"
Packwaukee & Montello R. R.....	"	"	"	"	"
Milwaukee & Lake Winnebago R. R.....	"	"	"	"	"
Chicago, Wisconsin & Minnesota R. R.....	"	"	"	"	"
Chicago & Wisconsin R. R.....	"	"	"	"	"
Gogebic & Montreal River R. R.....	"	"	"	"	"
Lake Superior & South Eastern R. R.....	"	"	"	"	"
Owen & Northern Ry.....	"	"	"	"	"

(Page 15C.)

ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION

(For Companies (Other than Switching and Terminal) not Making Operating Reports)

Name of Every Railway Company the Income of Which from Lease or from other Assignment for Operation is Included in this Report.

NAME	FROM	TO	Miles	Total Miles	LESSEE	
OWNED						
Main Line— Wisconsin Central Railway Co.	Central Ave., Chicago.	Withrow, Minn.	423.68		M. St. P. & S. S. M. Ry.	
	Spencer, Wis.	Ashland, Wis.	145.75			
	Owen, Wis.	Superior, Wis.	153.66			
	Duluth Terminals.		.68	723.77		
Branch Lines— Wisconsin Central Railway Co.	Neenah, Wis.	Manitowoc, Wis.	37.23		M. St. P. & S. S. M. Ry.	
	Stevens Point, Wis.	Portage, Wis.	70.75			
	Packwaukee Jct., Wis.	Montello, Wis.	7.68			
	Marshfield, Wis.	Nekoosa, Wis.	32.61			
	Marshfield, Wis.	Greenwood, Wis.	22.44			
	Abbotsford, Wis.	Owen, Wis.	12.32			
	Chippewa Falls, Wis.	Eau Claire, Wis.	9.59			
	Chelsea, Wis.	Rib Lake, Wis.	5.37			
	Mellen, Wis.	Eau Claire, Wis.	33.77			
	Abbotsford, Wis.	Bessemer, Mich.	25.33			
	Ashland Ore Dock and Yard Line	Goodrich, Wis.	2.26			
	Ashland Commercial Dock Line.		1.27	260.82		
	Total line owned.					984.59
	TRACKAGE RIGHTS					
Illinois Central R. R. Chicago, Milwaukee & St. Paul Ry.	So. Water St., Chicago.	Harlem Junction, Ill.	14.37		M. St. P. & S. S. M. Ry.	
	Rugby Jct., Wis.	Milwaukee, Wis.	27.60			
	Magenta, Wis.	Eau Claire, Wis.	1.32			
	Main Line at Chippewa Falls.		.57			
M. St. P. & S. S. M. Ry.	Eau Claire Branch.		.25			
	Menasha, Wis.	Hilbert Jct., Wis.	7.19			
	Withrow, Minn.	Cardigan Jct., Minn.	11.92			
	Minneapolis, St. Paul, Duluth and Superior Terminals.		41.01	107.26		
Total.				1,091.85		

(Page 11.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. October 8th, 1912.
2. Date of last closing of stock books before end of year for which this report is made. September 7th, 1912.
3. Total number of stockholders of record at the date required in answer to question 2. 391.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? Yes  
If so explain character of such privileges. If no dividend is paid on preferred stock for a period of two years, this stock shall elect the directors.
7. Did any other corporation or corporations, transportation or otherwise, control the respondent on June 30, 1913? Yes.  
If control was so held, state:  
 (a) The form of control, whether sole or joint. Sole.  
 (b) The name of the controlling corporation or corporations. Minneapolis, St. Paul & Sault Ste. Marie Railway Company.  
 (c) The manner in which control was established. Stock ownership.  
 (d) The extent of control. 72 3/8%.
8. Whether control was direct or indirect? Direct.  
 Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No, except as above.



## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES

STATE OR TERRITORY	LINE OWNED (Single Track)			New Line Constructed During Year (Single Track)
	Main Line	Branches and Spurs	Total	
Illinois.....	48.72	.....	.....	48.72
Wisconsin.....	666.86	253.96	920.82	920.82
Minnesota.....	8.19	.....	8.19	8.19
Michigan.....	.....	6.86	6.86	6.86
Total mileage owned.....	723.77	260.82	984.59	.....

(Page 17.)

DESIGNATION	State or Territory	Investment	Net Investment
U. S. Government Land Grant—Inventory value.....	.....	.....	\$3,103,151.00
Rails and Track Material leased to industries.....	.....	.....	503,389.22
Tri-State Land Co.....	.....	.....	18,608.65
Total.....	.....	.....	\$3,625,128.87

## (Page 19.) ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT

NAME OF OPERATING COMPANY	MILES OF LINE	LEASE OR AGREEMENT			
		Date	TERM		Concise Summary of Provisions
			From	To	
M. St. P. & S. Ste. M. Ry. Co.....	984.59	April 1, 1909	April 1, 1909	April 1, 2008	Lessee operates and pays over net revenue.

## WISCONSIN, MINNESOTA &amp; PACIFIC RAILROAD COMPANY

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Wisconsin, Minnesota & Pacific Railroad Company.

2. Date of organization. April 24, 1894.

3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Originally known as Minnesota Central R. R. Co., incorporated under special laws of the territory of Minnesota, extra session 1857, chapter 2, and approved May 23, 1857, and amendments as follows: Special laws of Minnesota 1867, approved Mar. 9, 1867; special laws of Minnesota 1872, approved Feb. 24, 1872; special laws of Minnesota 1873, approved Mar. 10, 1873; special laws of Minnesota 1875, approved Mar. 1, 1875; special laws of Minnesota 1881, approved Mar. 7, 1881; special laws of Minnesota 1883, approved Mar. 2, 1883.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The respondent acquired by purchase of the railway and equipment of Duluth, Red Wing & Southern Ry. Co., and Winona & Western Ry. Co. The former of these companies was organized Oct. 26, 1886, under general statutes of state of Minnesota and constructed a line from Red Wing to Zumbrota, Minn., 25 miles, with branches of 3 miles. All of its property was conveyed to the respondent by deed dated July 5, 1901. The Winona & Western Ry. Co. was organized November 7, 1894, under chapter 34, statutes of Minnesota and constructed a line from Winona, Minn., to Osage, Ia., with a branch from Simpson to Rochester, Minn., All of its property was conveyed to the respondent by deed dated September 10, 1901.

5. Date and authority for each consolidation. Authority of stockholders and directors of each company.

6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. It is a reorganized company, the original name being the Wisconsin, Minnesota & Pacific Ry. Co. This name was changed to its present style in 1883; a decree of foreclosure was entered on Oct. 6, 1893, U. S. Circuit Court, 4th Division, District of Minnesota and the property sold on November 16, 1893. The company was reorganized, section 87, chapter 34 of general statutes of Minnesota, under its present name on April 9, 1894.

7. What carrier operates the road of this company? Chicago Great Western R. R. Co.

(Page 5.)

## ORGANIZATION

Name of Directors	Post office Address	Date of Expiration of Term
S. M. Felton	Chicago, Ill.	September 12, 1913
J. W. Blabon	Chicago, Ill.	September 12, 1913
John H. Rich	Red Wing	September 12, 1913
Benjamin Sommers	St. Paul	September 12, 1913
C. J. McConville	St. Paul	September 12, 1913

## OFFICERS

Title	Name	Official Address
President	S. M. Felton	Chicago, Ill.
Vice President	J. W. Blabon	Chicago, Ill.
Secretary	J. F. Coykendall	Chicago, Ill.
Treasurer	J. F. Coykendall	Chicago, Ill.
Auditor	Con F. Krebs	Chicago, Ill.

Officer to whom correspondence concerning this report should be addressed: Name, Con F. Krebs; title, auditor; address, Chicago, Ill.

(Page 11)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. September 13, 1912.
2. Date of last closing of stock books before end of year for which this report is made. All stock is held by C. G. W. R. R.
3. Total number of stockholders of record at the date required in answer to question 2. All stock held by C. G. W. R. R.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.  
If control was so held, state:
  - (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Chicago Great Western R. R. Co.
  - (c) The manner in which control was established. Stock ownership.
  - (d) The extent of control. Complete.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation as trustee control the respondent on June 30, 1913? No.

(Page 15C.)

## ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION

(For Companies (other than Switching and Terminal) not making Operating Reports.)  
Name of Railway Company the Income of which from Lease or from Other Assignment for Operation, is Included in this Report.

NAME	TERMINI		Miles of Line (Single Track)	Name of Lessee
	From	To		
Wisconsin, Minnesota & Pacific R. R. Co.....	Mankato, Minn.....	Red Wing, Minn.....	95.70	C. G. W. R. R. Co.
	Red Wing, Minn.....	Sewer Pipe Works, Minn.....	90	
	Clay Bank Jet, Minn.....	Clay Pits, Minn.....	2.00	
	Red Wing, Minn.....	Osage, Ia.....	118.20	
	Simpson, Minn.....	Winona, Minn.....	54.20	
	Bellechester Jet, Minn.....	Bellechester.....	6.43	
Total mileage.....			277.43	

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES.

STATE OR TERRITORY	LINE OWNED (Single Track)			New Line Constructed During Year (Single Track)
	Main Line	Branches and Spurs	Total	
Minnesota.....	197.83	57.10	254.93	
Iowa.....	22.50		22.50	
Total mileage owned.....	220.33	57.10	277.43	None.

## (Page 19.) ROAD OR TRACKS ASSIGNED TO ANOTHER CARRIER THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OPERATING COMPANY	MILES OF LINE	LEASE OR AGREEMENT		
		Date	Term	Concise Summary of Provisions
Chicago Great Western R. R. Co.....	277.43	April 30, 1901	From April 30, 1901 to April 30, 2000	The lessee not only owns all of the capital stock of the respondent, but also operates the road under a lease agreement, providing for the reception by it of all receipts and for the payment of all expenditures growing out of said operation, and also for the payment of interest on the lessor's mortgage bonds to the extent of net earnings from the leased property.

## MINNEAPOLIS, ST. PAUL, ROCHESTER &amp; DUBUQUE ELECTRIC TRACTION CO.

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.
2. Date of organisation. Sept. 26, 1907.
3. Under laws of what government, state or territory organised. If more than one, name all. Give reference to each statute and all amendments thereof. Maine. Sec. 6, 7, 8 and 10, chapter 47, revised statutes of Maine, 1903.
7. What carrier operates the road of this company. Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.

(Page 5.)

## DIRECTORS

Name	Post Office Address
M. W. Savage.....	Minneapolis, Minn.
C. N. Boynton.....	St. Paul, Minn.
M. E. Savage.....	Minneapolis, Minn.
H. Wehman.....	Minneapolis, Minn.
W. J. Morris.....	Minneapolis, Minn.
M. H. Boutelle.....	Minneapolis, Minn.
D. S. Smith.....	Minneapolis, Minn.
Aaron Carlson.....	Minneapolis, Minn.

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	M. W. Savage.....	Int. Bldg., Minneapolis, Minn.
Secretary.....	M. H. Boutelle.....	701 N. Y. Life Bldg., Minneapolis
Treasurer.....	M. W. Savage.....	Int. Bldg., Minneapolis
Attorney, or General Counsel.....	M. H. Boutelle.....	701 N. Y. Life Bldg., Minneapolis
Auditor.....	M. L. Tinkel.....	Int. Bldg., Minneapolis
General Manager.....	D. S. Smith.....	Int. Bldg., Minneapolis
Chief Engineer.....	Albert Graber.....	Int. Bldg., Minneapolis
General Superintendent.....	F. A. Martin.....	Int. Bldg., Minneapolis
General Freight Agent.....	D. C. Bates.....	617 Marquett Ave., Minneapolis

Officer to whom correspondence concerning this report should be addressed: M. L. Tinkel, title, auditor; address, Int. Bldg., Minneapolis.

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. Sept. 28, 1908
2. Date of last closing of stock books before end of year for which this report is made. June 30, 1913.
3. Total number of stockholders of record at the date required in answer to question 2. 7,168.
4. Has each share of stock one vote. No.
- If otherwise, explain voting rights. Preferred stock is non-voting. Each share of common stock has one vote.
5. Has any issue of securities contingent voting rights. No.
6. Has any issues of securities special privileges in the election of directors. No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913. No.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913. No.

Page 11.)

## ROAD OPERATED

(For Companies Making Operating Reports)

Name of Every Electric Railway Company, the Operations of which are Included in this Report In Giving Roads Below, Observe the Following Classification and Order.

1. Line owned by respondent.
2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
3. Line operated under lease for specified sum.
4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named
	From	To	
Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.....	Minneapolis.....	Northfield.....	37.76
Total mileage operated.....			37.76

(Page 13.)

## MILEAGE OF ROAD OPERATED (All Tracks)

(For Companies Making Operating Report)

LINE IN USE	Line Owned	Total Mileage Operated	New Line Constructed During Year
Miles of single track.....	37.76	37.76	.36
Miles of sidings and turnouts.....	3.08	3.08	1.67
Total mileage operated (all tracks).....	40.84	40.84	2.03

## MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (Single Track)

(For Companies Making Operating Reports)

STATE OR TERRITORY	Line Owned	Total Mileage Operated	New Line Constructed During Year
Minnesota.....	37.76	37.76	.36
Total mileage operated (single track).....	37.76	37.76	.36

## MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (Single Track)

STATE OR TERRITORY	Line Owned	New Line Constructed During Year
Minnesota.....	37.76	.36
Total mileage owned (single track).....	37.76	.36

(Page 15.)

## ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT.

NAME OF OWNING COMPANY	LEASE OR AGREEMENT	
	Date	Concise Summary of Provisions
Minneapolis, Rochester & Dubuque Traction Co.	Oct. 12, 1907	This company making this report purchased all rights, properties, franchises, etc., of Minneapolis, Rochester & Dubuque Traction Co., Oct. 12, 1907. At date of purchase selling company was in the early stages of construction, no part of its line being then completed or in operation.

(Page 17.)

## CAPITAL STOCK

DESCRIPTION	Number of Shares Authorized	Par Value of One Share	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value Held by Res- ident Cor- poration In Treasury
Capital stock:					
Common.....	150,000	\$100.00	\$15,000,000	\$4,263,800	\$10,736,200
Preferred.....	100,000	100.00	10,000,000	2,663,200	7,336,800
Total.....	250,000	.....	\$25,000,000	\$6,927,000	\$18,073,000

(Page 18.)

## EXPLANATORY REMARKS

On page 19 we show \$183,448.09 as the amount of capital stock issued per mile. While this is true in a measure, it is not fair to assume that this figure is the actual capitalization per mile, the reason for which is that we have considerable right of way and construction work completed beyond the 37.76 miles which is in operation, also we have steel roiling stock to operate a much longer road.

(Page 19.)

## RECAPITULATION OF CAPITALIZATION

ACCOUNT	Total Par Value Outstanding	Amount per Mile of Line (See Instructions)		REMARKS
		Miles	Amount	
Capital stock—page 17.....	\$6,927,000.00	37.76	\$183,448.09	See page 18.
Total.....	\$6,927,000.00	37.76	\$183,448.09	

(Page 21.)

## CURRENT ASSETS AND LIABILITIES

Cash and current assets available for payment of current liabilities—		
Cash.....	\$106,847.26	
Bills receivable.....	2,280.69	
Accounts receivable.....	214,519.61	
Materials and supplies.....	13,910.67	
Prepaid accounts.....	5,137.89	
Miscellaneous (specifying same):		
Freight deductions (freight charges paid not yet deducted from purchases)....	3.48	
Equipment contracted for not yet delivered.....	85,790.00	
Total cash and current assets.....	\$428,489.60	
Total.....	\$428,489.60	
Current liabilities to and including June 30, 1913—		
Loans and notes payable.....	\$44,021.27	
Accounts payable.....	40,069.62	
Equipment contracted for and right of way purchased, not yet paid.....	85,313.80	
Tickets account (unused commutation tickets).....	88.79	
Total—Current liabilities.....	\$169,493.48	
Balance—Cash assets.....	258,996.12	
Total.....	\$428,489.60	

(Page 24.)

## EXPLANATORY REMARKS

Item No. 34, "Cost of Road Purchased" represents cash \$53,759.45 and the balance, \$500,000.00 represents 5,000 shares of common stock, par value \$100.00. This stock was issued to the Minneapolis, Rochester & Dubuque Traction Co in consideration of sale and transfer by that company of its property, assets and franchises to this company.

ACCOUNT	Total Cost to June 30, 1912	Additions During Year	Deductions During Year	Total Cost to June 30, 1913
<b>I Road:</b>				
1 Engineering and superintendence. . . . .	\$64,538.39	\$12,159.21		\$76,697.60
2 Right of way. . . . .	177,922.91	35,494.83		213,417.74
3 Other land used in electric railway operations. . . . .	8,932.50	20,329.50		29,262.00
4 Grading. . . . .	366,812.24	10,230.69		377,042.93
5 Ballast. . . . .	7,065.93	719.70		7,785.63
6 Ties. . . . .	79,818.84	28,242.29		108,061.13
7 Rails, rail fastenings and joints. . . . .	194,382.30	16,573.27		210,955.57
8 Special work. . . . .	9,579.92	1,583.19		11,163.11
10 Paving. . . . .		30.30		30.30
11 Track laying and surfacing. . . . .	89,499.64	22,984.25		112,483.89
12 Roadway tools. . . . .	1,417.34	186.08		1,603.42
15 Bridges, trestles and culverts. . . . .	120,166.42	23,297.98		143,464.40
16 Crossings, fences, cattle guards and signs. . . . .	36,321.93	1,874.79		38,196.72
17 Interlocking and other signal appa- ratus. . . . .	450.65	8,684.47		9,135.12
18 Telegraph and telephone lines. . . . .	2,540.20	142.48		2,682.68
27 Shops and carhouses. . . . .	15,117.86	6,908.59		22,026.45
28 Stations, waiting rooms and miscel- laneous buildings. . . . .	9,439.92	1,841.17		11,281.09
32 Shop equipment. . . . .	1,954.98	794.85		2,749.83
33 Park and resort property. . . . .	31,340.68	29,286.63		60,627.31
34 Cost of road purchased. . . . .	553,759.45			533,759.45
<b>Total. . . . .</b>	<b>\$1,771,062.10</b>	<b>\$221,364.27</b>		<b>\$1,992,426.37</b>

(Page 26.)

## EXPLANATORY REMARKS

Item No. 44 "Miscellaneous," includes the following items:

Cash commissions and costs of stock sales. . . . . \$725,416.12  
Common stock commissions on stock sales, which includes common stock to be  
issued on preferred stock subscribed, not yet fully paid for and yet not issued. . . . . \$4,099,832.00  
On page 27 we show "Cost of Road per Mile of Line, \$52,765.53," and "General Expenditures  
per Mile of Line, \$132,045.00." These figures were arrived at by taking the figures as shown on  
the opposite page for "Total Cost of Road" and "Total General Expenditures," and dividing by  
37.76 miles, which is our present operating mileage. This road is still in the stages of construction,  
and the figures as shown on the opposite page and the figures as shown on page 25, represent not only  
the cost of our present operating mileage of 37.76 miles, but also represents the cost of construction,  
right of way, materials purchased, etc., on further mileage which we are constructing and which at  
this date is not yet complete, therefore the amounts as shown to be the "Cost of Road per Mile of  
Line" and "General Expenditures per Mile of Line" should not be assumed to mean that that is  
the cost per mile of our present 37.76 miles which we are at this time operating.

(Page 27.)

## EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES AND RECAPITULATION

ACCOUNT	Total Cost to June 30, 1912	Additions During Year	Deductions During Year	Total Cost to June 30, 1913
<b>II Equipment:</b>				
35 Cars. . . . .	\$139,757.11	\$62,360.28		\$202,117.39
36 Locomotives. . . . .		121.00		121.00
37 Electric equipment of cars. . . . .	142,006.93	18,630.02		160,636.95
38 Other rail equipment. . . . .	194.67	24.00		218.67
39 Miscellaneous equipment. . . . .	5,921.68	73.65		5,995.33
<b>Total. . . . .</b>	<b>\$287,880.39</b>	<b>\$81,208.95</b>		<b>\$369,089.34</b>
<b>III General expenditures:</b>				
40 Law expenses. . . . .	46,456.80	11,081.99		57,538.79
41 Interest. . . . .	1,868.59	985.39	\$872.41	1,981.57
42 Injuries and damages. . . . .	8,407.44	1,174.96		9,582.40
43 Taxes. . . . .	5,817.01	1,872.27		7,689.28
44 Miscellaneous. . . . .	4,320,488.49	588,739.63		4,909,228.12
<b>Total. . . . .</b>	<b>\$4,383,038.33</b>	<b>\$603,854.24</b>	<b>\$872.41</b>	<b>\$4,986,020.16</b>
<b>Recapitulation:</b>				
I Road. . . . .	\$1,771,062.10	\$221,364.27		\$1,992,426.37
II Equipment. . . . .	287,880.39	81,208.95		369,089.34
III General expenditures. . . . .	4,383,038.33	603,854.24	\$872.41	4,986,020.16
<b>Total. . . . .</b>	<b>\$6,441,980.82</b>	<b>\$906,427.46</b>	<b>\$872.41</b>	<b>\$7,347,535.87</b>
Cost of road per mile of line. . . . .	47,354.60			52,765.53
Cost of equipment per mile of line. . . . .	7,697.33			9,774.61
General expenditures per mile of line. . . . .	117,193.54			132,045.00
<b>Total per mile of line. . . . .</b>	<b>\$172,245.47</b>			<b>\$194,585.14</b>



(Page 30.)

## EXPLANATORY REMARKS

Land department loss for year ending June 30, 1913..... \$4,554.13

(Page 31.)

## INCOME ACCOUNT

(For Companies Making Operating Reports)

Operating revenues—page 35.....	\$117,437.96
Operating expenses—pages 49, 51 or 53.....	75,723.44
Net operating revenue.....	\$41,714.52
Miscellaneous income:	
Other miscellaneous income (itemize on page 30).....	4,554.13
	<u>4,554.13</u>
Gross income less operating expenses.....	\$37,160.39
Deductions from income:	
Taxes—	
On earnings.....	\$5,394.31
Total deductions.....	5,394.31
Net income.....	<u>\$31,766.08</u>
Surplus for year.....	\$31,766.08
Surplus at beginning of year.....	6,787.19
Surplus at close of year.....	<u>\$38,553.27</u>

(Page 35.)

## OPERATING REVENUES

ACCOUNT	Total Receipts	Total Deductions	Total Revenues
I Revenue from transportation:			
1 Passenger revenue.....	\$95,793.65		\$95,793.65
2 Baggage revenue.....	22.86		22.86
3 Parlor, chair and special car revenue.....	710.00		710.00
5 Express revenue.....	211.40		211.40
6 Milk revenue.....	7,290.66		7,290.66
7 Freight revenue.....	12,575.36		12,575.36
9 Miscellaneous transportation revenue.....	250.15		250.15
Total revenue from transportation.....	\$116,854.08		\$116,854.08
II Revenue from operations other than transportation:			
10 Station and car privileges.....	\$45.73		\$45.73
11 Parcel room receipts.....	11.40		11.40
12 Storage.....	4.60		4.60
13 Car service.....	133.00		133.00
17 Rents of buildings and other property.....	389.00		389.00
19 Miscellaneous.....	.15		.15
Total revenue from operations other than transportation.....	\$583.88		\$583.88
Total operating revenues.....	\$117,437.96		\$117,437.96

(Page 39.)

## RAILWAY STOCKS OWNED

## Inactive Corporations

Name of Corporation	Valuation of Stocks Owned
Minneapolis, Rochester & Dubuque Traction Co., preferred stock.....	\$21,500.00
Total.....	\$21,500.00

(Page 47.)

## OPERATING EXPENSES

(For Returns of Electric Railway Companies of Class A—Annual Operating Revenues, More than \$1,000,000)

ACCOUNT	Amount	Ratio to Total of General Account*	Ratio to Total Operating Expenses*
		Per cent	Per cent
<b>I Way and structures:</b>			
1 Superintendence of way and structures . . .	\$850.35	10.50	01.12
8 Roadway and track labor . . .	6,285.50	77.80	08.30
10 Miscellaneous roadway and track expenses . . .	118.78	01.50	00.16
12 Removal of snow, ice and sand . . .	593.40	07.40	00.79
15 Bridges, trestles and culverts . . .	55.19	00.70	00.07
16 Crossings, fences, cattle guards and signs . . .	16.90	00.20	00.02
17 Signal and interlocking systems . . .	89.29	01.10	00.12
18 Telephone and telegraph systems . . .	57.88	00.70	00.07
25 Buildings and structures . . .	8.59	00.10	00.01
Total—Way and structures . . .	\$8,075.88	100.00	10.66
<b>II Equipment:</b>			
29 Superintendence of equipment . . .	2,215.15	31.20	02.93
32 Passenger and combination cars . . .	1,228.60	17.30	01.62
33 Freight, express and mail cars . . .	172.58	02.40	00.23
35 Service cars . . .	38.67	00.50	00.05
36 Electric equipment of cars . . .	1,767.09	24.90	02.33
38 Shop machinery and tools . . .	99.30	01.40	00.13
39 Shop expenses . . .	841.56	11.90	01.11
40 Horses and vehicles . . .	1,735.11	24.40	02.29
44 Other operations—Cr. . .	999.50	14.00	01.32
Total—Equipment . . .	\$7,098.56	100.00	09.37
<b>III Traffic:</b>			
45 Superintendence and solicitation . . .	1,559.54	92.10	02.06
46 Advertising . . .	55.23	03.30	00.07
47 Miscellaneous traffic expenses . . .	79.25	04.60	00.11
Total—Traffic . . .	\$1,694.02	100.00	02.24
<b>IV Conducting transportation:</b>			
48 Superintendence of transportation . . .	1,254.65	02.60	01.66
Group I—Power—			
51 Fuel for power . . .	20,628.79	43.10	27.24
59 Other operations—Cr. . .	4,997.50	10.40	06.60
Group II—Operation of cars—			
60 Passenger conductors, motormen and trainmen . . .	10,681.00	22.30	14.11
61 Freight and express conductors, motormen and trainmen . . .	1,446.79	03.00	01.91
62 Miscellaneous car service employees . . .	196.52	00.40	00.26
63 Miscellaneous car service expenses . . .	2,120.36	04.40	02.80
64 Station employees . . .	5,304.03	11.10	07.01
65 Station expenses . . .	1,281.19	02.70	01.69
66 Carhouse employees . . .	2,502.04	05.20	03.30
67 Carhouse expenses . . .	948.16	02.00	01.25
68 Operation of signal and interlocking systems . . .	633.48	01.30	00.84
69 Operation of telephone and telegraph systems . . .	609.66	01.30	00.80
70 Express and freight collections and delivery . . .	4,970.40	10.40	06.56
71 Loss and damage . . .	165.95	00.40	00.22
72 Other transportation expenses . . .	88.30	00.20	00.12
Total—Conducting transportation . . .	47,833.82	100.00	63.17
<b>V General and miscellaneous:</b>			
73 Salaries and expenses of general officers . . .	3,189.90	28.90	04.21
74 Salaries and expenses of general office clerks . . .	1,205.60	10.90	01.59
79 Miscellaneous general expenses . . .	463.09	04.20	00.61
82 Injuries and damages . . .	215.85	02.00	00.29
83 Insurance . . .	4,140.47	37.60	05.47
84 Stationery and printing . . .	725.00	06.60	00.96
85 Store expenses . . .	1,081.25	09.80	01.43
Total—General and miscellaneous . . .	\$11,021.16	100.00	14.56
Recapitulation of expenses:			
I Way and structures . . .	8,075.88		10.66
II Equipment . . .	7,098.56		09.37
III Traffic . . .	1,694.02		02.24
IV Conducting transportation . . .	47,833.82		63.17
V General and miscellaneous . . .	11,021.16		14.56
Total operating expenses . . .	\$75,723.44		100.00

Ratio of operating expenses to operating revenue, 64.5 per cent.

\*Not required.

(Page 57.)

## COMPARATIVE GENERAL BALANCE SHEET

June 30, 1912		June 30, 1913	Year Ending June 30, 1913	
Item	ASSETS	Item	Increase	Decrease
\$1,771,062.10	Cost of road—page 25.....	\$1,992,426.37	\$221,364.27	
287,880.39	Cost of equipment—page 27.....	369,089.34	81,208.95	
4,383,038.33	General expenditures—page 27.....	4,986,020.16	602,981.83	
	Other permanent investments:			
21,500.00	Stocks owned—pages 37, 39 and 45.....	21,500.00		
16,023.22	Lands owned.....	16,660.97	637.75	
246,423.34	Cash and current assets—page 21.....	428,489.60	182,066.26	
\$6,725,927.38	Grand total.....	\$7,814,186.44	\$1,088,259.06	

(Page 58.)

## EXPLANATORY REMARKS

Preferred stock sold and not issued..... \$296,000.00  
Common stock sold and not issued..... 362,300.00  
These items represent stock subscribed for on which payments are made from month to month and which will be issued when subscriptions are paid for in full.

(Page 59.)

## COMPARATIVE GENERAL BALANCE SHEET—Concluded

June 30, 1912		June 30, 1913	Year Ending June 30, 1913	
Item	LIABILITIES	Item	Increase	Decrease
\$2,222,800.00	Capital stock, preferred—page 17.....	\$2,663,200.00	\$440,400.00	
3,805,000.00	Capital stock, common—page 17.....	4,263,800.00	458,800.00	
23,334.77	Current liabilities—page 21.....	169,493.48	146,158.71	
277,800.00	Preferred stock, sold, not issued.....	296,000.00	18,200.00	
370,100.00	Common stock, sold, not issued.....	362,300.00		7,800.00
	Accrued liabilities:			
1,855.42	Taxes accrued and not yet due.....	2,589.69	734.27	
18,250.00	Reserves.....	18,250.00		
6,787.19	Surplus—page 31 (or 33).....	38,553.27	31,766.08	
\$6,725,927.38	Grand total.....	\$7,814,186.44	\$1,096,059.06	\$7,800.00

(Page 65.)

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

1. Passenger car mileage.....	205,102
2. Freight, mail and express car mileage.....	51,501
Total car mileage.....	256,603
4. Passenger car hours.....	11,471
5. Freight, mail and express car hours.....	3,541
Total car hours.....	15,012
7. Regular fare passengers carried.....	309,372
Total revenue passengers carried.....	309,372
Total passengers carried.....	309,372
12. Passenger revenue—page 35.....	\$95,793.65
13. Average fare, revenue passengers.....	.310
14. Average fare, all passengers (including transfer passengers).....	.310
15. Total revenue from transportation—page 35.....	116,854.080
16. Revenue from transportation per car mile.....	.455
17. Revenue from transportation per car hour.....	7.784
18. Total revenue from operations other than transportation—Page 35.....	583.880
19. Revenue from operations other than transportation per car mile.....	.002
20. Revenue from operations other than transportation per car hour.....	.039
21. Total operating revenues—page 35.....	117,437.960
22. Operating revenues per car mile.....	.458
23. Operating revenues per car hour.....	7.823
24. Total operating expenses—pages 49, 51 or 53.....	75,723.440
25. Operating expenses per car mile.....	.295
26. Operating expenses per car hour.....	5.044

(Page 66.)

## EXPLANATORY REMARKS

The number of employees as shown on page 67 are employed in construction service as well as operating.

(Page 67)

## EMPLOYEES

Class	Number
General administration:	
General officers.....	5
General office clerks.....	12
Maintenance:	
Superintendents.....	2
Other employees.....	31
Transportation:	
Superintendents.....	1
Other employees.....	49
Total.....	100

Aggregate salaries and wages paid \$45,725.63.

## DESCRIPTION OF EQUIPMENT

	With electric equipment	Without electric equipment	Total number
Closed passenger cars.....	10	12	22
Total passenger cars.....	10	12	22
Freight cars.....	..	23	23
Baggage cars.....	..	1	1
Total cars of all classes.....	10	36	46

(Page 69.)

## OATH

State of Minnesota, County of Hennepin, ss.

We, the undersigned, M. W. Savage, President and M. L. Tankel, auditor, of Minneapolis St. Paul, Rochester & Dubuque Electric Traction Co., on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company, that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge information and belief.

M. W. Savage, President  
M. L. Tankel, Auditor.

## THE MINNEAPOLIS &amp; ST. PAUL SUBURBAN RAILROAD COMPANY

(Page 2)

## EXPLANATORY REMARKS.

This report is a full and complete return of the Minneapolis & St. Paul Suburban Railroad Company. No deductions from the receipts or expenses, or from the cost of the property, have been made on account of the street railway properties which this company owns and operates in conjunction with its railroad properties. The courts of this state having held in several cases that parts of the Railroad were in fact Street Railway.

(Page 3.)

## HISTORY

1. Exact name of common carrier making this report. The Minneapolis, & St. Paul Suburban Railroad Company.
2. Date of organization, March 2, 1910.
3. Under laws of what government, state or territory organized. If more than one, name all. Give reference to each statute and all amendments thereof. Under the general laws of the State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
7. What carrier operates the road of this company. Respondent.

(Page 5.)

## DIRECTORS

Name	Post Office Address	Date of Expiration of Term
C. G. Goodrich.....	Minneapolis.....	January 12, 1914
A. M. Robertson.....	Minneapolis.....	January 12, 1914
Horace Lowry.....	Minneapolis.....	January 12, 1914
E. W. Decker.....	Minneapolis.....	January 12, 1914
John R. Mitchell.....	St. Paul.....	January 12, 1914

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	C. G. Goodrich.....	Minneapolis, Minn.
First Vice President.....	Horace Lowry.....	Minneapolis, Minn.
Second Vice President.....	John R. Mitchell.....	St. Paul, Minn.
Third Vice President.....	A. M. Robertson.....	Minneapolis, Minn.
Secretary.....	A. M. Robertson.....	Minneapolis, Minn.
Treasurer.....	E. A. Crosby.....	Minneapolis, Minn.
Attorney or General Counsel.....	N. M. Thygeson.....	Minneapolis, Minn.
Auditor.....	D. J. Strouse.....	Minneapolis, Minn.
Chief Engineer.....	E. H. Scofield.....	Minneapolis, Minn.
General Superintendent.....	J. J. Caufield.....	Minneapolis, Minn.
General Passenger Agent.....	A. W. Warnock.....	Minneapolis, Minn.

Officer to whom correspondence concerning this report should be addressed: Name, D. J. Strouse, title, auditor; address, Minneapolis, Minn.

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. Adjourned annual meeting, January 20, 1913.
2. Date of last closing of stock books before end of year for which this report is made. Do not close.
3. Total number of stockholders of record at the date required in answer to question 2. Six.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights. No.
6. Has any issue of securities special privileges in the election of directors. No.
7. Did any other corporation or corporations, transportation or other, control the respondent on June 30, 1913. Yes.
- If control was so held, state:
  - (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Twin City Rapid Transit Co.
  - (c) The manner in which control was established. Ownership of stock.
  - (d) The extent of control. Absolute.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association or corporation, as trustee, control the respondent on June 30, 1913. No.

(Page 11.)

## ROAD OPERATED

(For Companies Making Operating Reports)

- Name of Every Electric Railway Company the Operations of Which are Included in this Report.  
In Giving Roads Below, Observe the Following Classification and Order.
1. Line owned by respondent.
  2. Line operated by respondent but owned by another corporation, control being secured through stock ownership.
  3. Line operated under lease for specified sum.
  4. Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.
  5. Line operated under trackage rights.

NAME	TERMINI		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To		
1. Minnetonka Line.	Hennepin Ave., Minneapolis.	Hopkins.	13.30	
	Deephaven Jct.	Manitou Forest.	16.64	
	Wildhurst Loop.		.32	
Hopkins Local.	Minnetonka Line.	9th and Excelsior Aves.	.25	
St. Louis Park Line.	Minneapolis City Limits.	St. Louis Park.	1.99	
Robbinsdale Line.	Minneapolis City Limits.	Robbinsdale.	1.72	
Stillwater Line.	Duluth Ave., St. Paul.	Stillwater Loop.	18.64	
Owen St. Line.	3rd and Chestnut Sts.	Owen St. Station.	1.50	
Wilkin St. Line.	5th and Laurel Sts.	William and Wilkin Sts.	.59	
So. Stillwater Line.	3rd and Chestnut Sts.	So. Stillwater.	3.69	
Mahtomedi Line.	Wildwood.	Mahtomedi.	1.69	
White Bear Line.	Wildwood.	White Bear.	4.40	
So. St. Paul Line.	St. Paul City Limits.	Inver Grove.	6.79	
All curves, turnouts, etc.			2.11	73.03
3. Minnetonka Line.	Hopkins.	Deephaven Jct.	2.76	
	Manitou Jct.	Tonka Bay.	1.50	
	Tonka Bay.	Spur Track.	.06	
Deephaven Line.	Deephaven Jct.	Deephaven.	6.25	10.57
Minnetonka Line.	31st St. and Hennepin Ave.	6th St. Loop.	5.42	
St. Louis Park Line.	Minneapolis City Limits.	Hennepin and 29th St.	2.11	
Robbinsdale Line.	Minneapolis City Limits.	32nd Ave. N. and Penn.	.50	
Stillwater Line.	Duluth Ave., St. Paul.	St. Paul Loop.	5.36	13.39
Total mileage operated.			97.59	97.59

(Page 13.) ROAD LEASED OR OTHERWISE ASSIGNED FOR OPERATION

(For Companies Not Making Operating Reports.)

Name of Every Electric Railway Company, the Income of Which, from Lease or from Other Assignment for Operation, is Included in this Report. Only respondent.

MILEAGE OF ROAD OPERATED (All Tracks)  
(For Companies Making Operating Reports)

LINE IN USE	Line Owned	Line Operated Under Lease	Line Operated Under Contract, etc.	Total Mileage Operated	New Line Constructed During Year
Miles of single track.....	53.65	9.05	7.48	70.18	.....
Miles of second track.....	17.87	1.38	5.91	25.16	.....
Miles of sidings and turnouts.....	2.11	.14	.....	2.25	.....
Total mileage operated (all tracks).....	73.63	10.57	13.39	97.59	.....

MILEAGE OF LINE OPERATED—BY STATES AND TERRITORIES (Single Track)  
(For Companies Making Operating Reports)

STATE OR TERRITORY	Line Owned	Line Operated Under Lease	Line Operated Under Contract, etc.	Total Mileage Operated	New Line Constructed During Year
Minnesota.....	73.63	10.57	13.39	97.59	.....
Total mileage operated (single track).....	73.63	10.57	13.39	97.59	.....

MILEAGE OF LINE OWNED—BY STATES AND TERRITORIES (Single Track)

STATE OR TERRITORY	Line Owned	New Line Constructed During Year
Minnesota.....	73.63	.....
Total mileage owned (single track).....	73.63	.....

## (Page 15.) ROAD ACQUIRED BY RESPONDENT THROUGH LEASE OR OTHER AGREEMENT

NAME OF OWNING COMPANY	MILES OF LINE (Single track)	LEASE OR AGREEMENT				Concise Summary of Provisions
		Date	TERM			
			From	To		
C. M. & St. P. R. R. Co.	7.38	Oct. 19, 1905	Oct. 19, 1905	Oct. 19, 1915		Respondent pays \$1,000 per annum; maintains property
Minneapolis & St. Louis Ry. Co.	1.50	Oct. 1, 1907	Oct. 1, 1907	Oct. 1, 1947		Respondent pays \$2,000 per annum for this line of track right of way and other property.
Minneapolis Street Railway Company		Mar. 1, 1905				The cars of this respondent upon reaching the tracks of The St. Paul City Ry. Co. in the city of St. Paul are taken over and operated by the local company while on the tracks of said local company within the limits of said city.
The St. Paul City Railway Co.		Sept. 6, 1905				We have assumed that similar conditions obtained in Minneapolis, notwithstanding a ruling of the Railroad & Warehouse Commission claiming jurisdiction and control of this line between the right of way at 31st St. and Hennepin Ave. and 6th St. and Hennepin Ave. in the city of Minneapolis.

## (Page 17.)

## CAPITAL STOCK

DESCRIPTION	Number of Shares Authorised	Par Value of One Share	Total Par Value Authorised	Total Par Value Outstanding	Dividends Declared During Year Amount
Capital stock:					
Common	\$30,000.00	\$100.00	\$3,000,000	\$2,600,000	
Total	\$30,000.00	\$100.00	\$3,000,000	\$2,600,000	

## FUNDED DEBT

CLASS OF BOND OR OBLIGATION	TERM		Total Par Value Authorised	Total Par Value Outstanding	Total Par Value Not Held by Respondent Corporation	INTEREST		
	Date of Issue	Date of Maturity				Rate	When Payable	Amt. Accrued During Year
Mortgage bonds:								
Mpls. & St. P. Sub. Ry. Co.	Sept. 1, 1899	Sept. 1, 1924	\$500,000	\$500,000	\$500,000	5%	1st March-1st Sept.	\$25,000.00
Total			\$500,000	\$500,000	\$500,000	5%		\$25,000.00



(Page 19.)

CLASS OF DEBT				INTEREST	
	Total Par Value Outstanding	Total Par Value Not Held by Respondent Corporation	Amount Accrued During Year	Amount Paid During Year	
Mortgage bonds.....	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00	
Total.....	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00	

RECAPITULATION OF CAPITALIZATION			
ACCOUNT	Amount Per Mile of Line (See Instructions)		REMARKS
	Miles	Amount	
Capital stock—page 17.....	73.63	\$35,311.69	
Funded debt—page 19.....	23.92	20,903.01	
Total.....	73.63	\$42,102.40	
CURRENT ASSETS AND LIABILITIES			

Cash and current assets available for payment of current liabilities:		Current liabilities accrued to and including June 30, 1913:	
Bills receivable.....	\$8,500.00	Loans and notes payable.....	\$9,849.13
Accounts receivable.....	435,710.39	Accounts payable.....	1,917,121.26
Total—Cash and current assets.....	444,210.39	Total—Current liabilities.....	\$1,926,970.39
Balance—Current liabilities.....	1,482,754.00	Total.....	\$1,926,970.39
Total.....	\$1,926,970.39		

(Page 23.)

SECURITY FOR FUNDED DEBT			
CLASS OF BOND OR OBLIGATION	ROAD MORTGAGED		
	From	To	Miles
Mortgage bond.....	St. Paul City Limits.....	Stillwater.....	15.12
	Local lines in Stillwater.....	White Bear.....	2.09
	Wildwood.....	Mahtomedi.....	4.40
	All curves in connection with above lines.....		1.69
			.62
			23.92
			\$20,903

(Page 25.)

## EXPENDITURES FOR ROAD.

Account.	Total Cost to June 30, 1912.	Addi- tions Dur- ing Year.	Deduc- tions Dur- ing Year.	Total Cost to June 30, 1913.
<b>I. Road.</b>				
1. Engineering and super- intendence .....	\$40,785.54	\$400.60	\$281.94	\$40,904.20
2. Right of way .....	124,129.60	583.80	.....	124,713.40
3. Other land used in elec- tric railway operations.	4,129.00	.....	.....	4,129.00
4. Grading .....	131,828.16	.....	.....	131,828.16
5. Ballast .....	47,675.22	.....	.....	47,675.22
6. Ties .....	135,177.75	180.37	1,226.52	134,131.60
7. Rails, rail fastenings and joints .....	320,004.84	1,711.81	2,064.18	319,652.47
8. Special work .....	13,686.17	784.48	361.92	14,108.73
10. Paving .....	3,216.88	7,127.44	.....	10,344.32
11. Track laying and surfac- ing .....	249,679.44	4,138.64	2,872.04	250,946.04
12. Roadway tools .....	5,955.03	.....	.....	5,955.03
15. Bridges, trestles and cul- verts .....	73,957.12	131.07	180.00	73,908.19
16. Crossings, fences, cattle guards and signs.....	16,156.23	2,472.05	19.67	18,608.61
17. Interlocking and other signal apparatus.....	369.21	.....	.....	369.21
18. Telegraph and telephone lines .....	27,475.42	349.75	.....	27,825.17
19. Poles and fixtures.....	42,972.59	139.51	.....	43,112.10
20. Underground conduits....	9,952.79	460.89	460.89	9,952.79
21. Transmission system.....	51,667.09	243.83	243.83	51,667.09
22. Distribution system.....	156,492.50	2,897.97	172.94	159,217.53
25. Substation buildings.....	41,794.26	43.65	.....	41,837.91
27. Shops and car houses.....	2,633.61	.....	.....	2,633.61
28. Stations, waiting rooms and miscellaneous build- ings .....	4,701.40	1,571.54	.....	6,272.94
29. Docks and wharves.....	41,100.44	.....	.....	41,100.44
31. Substation equipment.....	147,299.45	1,416.64	.....	148,716.09
32. Shop equipment.....	.....	117.04	117.04	.....
33. Park and resort property	223,991.55	.....	.....	223,991.55
34. Cost of road purchased..	2,870,000.00	.....	.....	2,870,000.00
Total.....	\$4,786,831.29	\$24,771.08	\$8,000.97	\$4,803,601.40

(Page 27.)

## EXPENDITURES FOR EQUIPMENT, GENERAL EXPENDITURES AND RECAPITULATION.

Account.	Total Cost to June 30, 1912.	Addi- tions Dur- ing Year.	Deduc- tions Dur- ing Year.	Total Cost to June 30, 1913.
<b>II. Equipment.</b>				
35. Cars .....	\$100,228.33	.....	.....	\$100,228.33
37. Electric equipment of cars	92,915.85	.....	.....	92,915.85
38. Other rail equipment....	8,297.48	.....	.....	8,297.48
Total.....	\$201,441.66	.....	.....	\$201,441.66
<b>III. General Expenditures.</b>				
40. Law expenses .....	\$83.02	.....	.....	\$83.02
41. Interest .....	719.45	\$61.98	.....	781.43
44. Miscellaneous .....	74,069.26	.....	.....	74,069.26
Total.....	\$74,871.73	\$61.98	.....	\$74,933.71
<b>Recapitulation.</b>				
I. Road .....	\$4,786,831.29	\$24,771.08	\$8,000.97	\$4,803,601.40
II. Equipment .....	201,441.66	.....	.....	201,441.66
III. General expenditures....	74,871.73	61.98	.....	74,933.71
Total.....	\$5,063,144.68	\$24,833.06	\$8,000.97	\$5,079,976.77
Cost of road per mile of line.	\$65,011.97	.....	.....	\$65,239.73
Cost of equipment per mile of line .....	2,735.87	.....	.....	2,735.87
General expenditures per mile of line .....	1,016.86	.....	.....	1,017.70
Total per mile of line..	\$68,764.70	.....	.....	\$68,993.30

(Page 29.)

## EXPENDITURES FOR ROAD AND EQUIPMENT AND GENERAL EXPENDITURES—LEASED LINE.

Account.	Balance June 30, 1912.	Additions (or Deduc- tions) Dur- ing Year.	Total Cost to June 30, 1913.	Balance June 30, 1913.
<b>I. Road.</b>				
1. Engineering and superintendence .....	\$6,637.18	.....	\$6,637.18	\$6,637.18
4. Grading .....	218.47	.....	218.47	218.47
6. Ties .....	6,222.03	.....	6,222.03	6,222.03
7. Rails, rail fastenings and joints .....	17,238.70	.....	17,238.70	17,238.70
8. Special work .....	898.84	.....	898.84	898.84
11. Track laying and surfacing .....	19,530.28	.....	19,530.28	19,530.28
15. Bridges, trestles and culverts .....	5,532.80	\$960.00	4,572.80	4,572.80
16. Crossings, fences, cattle guards and signs .....	570.84	.....	570.84	570.84
18. Telegraph and telephone lines .....	3,324.67	.....	3,324.67	3,324.67
19. Poles and fixtures .....	6,649.34	.....	6,649.34	6,649.34
21. Transmission system ....	7,879.20	.....	7,879.20	7,879.20
22. Distribution system .....	24,083.66	.....	24,083.66	24,083.66
28. Stations, waiting rooms and miscellaneous buildings .....	288.17	479.02	767.19	767.19
Total .....	\$99,074.18	\$480.98	\$98,593.20	\$98,593.20
<b>III. General Expenditures.</b>				
44. Miscellaneous .....	\$2,133.70	.....	\$2,133.70	\$2,133.70
Total .....	\$2,133.70	.....	\$2,133.70	\$2,133.70
<b>Recapitulation.</b>				
I. Road .....	\$99,074.18	\$480.98	\$98,593.20	\$98,593.20
III. General expenditures .....	2,133.70	.....	2,133.70	2,133.70
Total .....	\$101,207.88	\$480.98	\$100,726.90	\$100,726.90

(Page 30.)

## EXPLANATORY REMARKS.

The surplus of \$38,851.75 represents the surplus as shown on the books at June 30, 1913, out of which the year's depreciation is to be deducted.

Our fiscal year ends December 31st, and no deduction is made from surplus on account of depreciation until the close of the year. After the depreciation on the property has been provided for the balance in the surplus account is distributed to the stockholders of the company.

(Page 31.)

## INCOME ACCOUNT.

Operating revenues—Page 85 .....	\$486,254.27	
Operating expenses—Pages 49, 51 or 53 .....	429,603.79	
Net operating revenue .....		\$56,650.48
Deductions from Income:		
Taxes:		
On real and personal property .....	\$5,794.07	
On earnings .....	17,885.36	
Miscellaneous .....	479.39	
	\$24,158.82	
Interest:		
On funded debt—Page 19 .....	25,000.00	
Rents of leased lines—Page 55 .....	3,000.00	
Total deductions .....		52,158.82
Net income .....		\$4,491.66
Surplus or deficit at beginning of year .....		45,213.60
		\$49,705.26
Profit or Loss Adjustments during Year:		
Debits:		
Surplus on December 31, 1912, transferred to Twin City Rapid Transit Co. ....		10,853.51
Surplus or deficit at close of year .....		\$38,851.75

(Page 35.)

## OPERATING REVENUES.

Account.	Total Revenues.
I. Revenue from Transportation:	
1. Passenger revenue .....	\$468,753.40
2. Baggage revenue .....	54.50
3. Parlor, chair and special car revenue.....	1,657.23
4. Mail revenue .....	950.81
5. Express revenue .....	9,021.57
9. Miscellaneous transportation revenue.....	25.66
Total revenue from transportation.....	\$480,463.17
II. Revenue from Operations Other Than Transportation:	
10. Station and car privileges.....	\$3,039.80
11. Parcel room receipts.....	243.40
12. Storage .....	22.55
17. Rents of buildings and other property.....	120.00
19. Miscellaneous .....	2,365.35
Total revenue from operations other than transportation .....	5,791.10
Total operating revenues.....	\$486,254.27

(Page 50.)

## OPERATING EXPENSES.

(For Returns of Electric Railway Companies of Class B—Annual Operating Revenues, More Than \$250,000.00 But Not in Excess of \$1,000,000.00.)

Account.	Amount.	Ratio Of General Account. Per cent.	Total Operating Expenses. Per cent.
I. Way and Structures:			
1. Superintendence of way and structures .....	\$1,290.30	1.10	.30
2-12. Maintenance of roadway and track .....	21,254.77	18.18	4.95
13-19. Other maintenance of way....	2,565.91	2.19	.60
20. Poles and fixtures.....	246.57	.21	.06
21. Underground conduits .....	44.67	.04	.01
22. Transmission system .....	320.88	.27	.07
23. Distribution system .....	2,146.50	1.84	.50
24. Miscellaneous electric line expenses .....	359.73	.31	.08
25. Buildings and structures.....	2,630.30	2.25	.61
26. Depreciation of way and structures .....	86,173.83	73.70	20.06
28. Other operations—Cr.....	108.71	.09	.02
Total way and structures.	\$116,924.75	100.00	27.22
II. Equipment:			
29. Superintendence of equipment .....	\$2,076.42	3.60	.48
30. Power plant equipment.....	2,756.36	4.78	.64
31. Substation equipment.....	452.79	.78	.11
32-35. Maintenance of cars and locomotives .....	12,697.07	22.01	2.96
36, 37. Maintenance of electric equipment of cars and locomotives .....	7,268.57	12.60	1.69
38-41. Miscellaneous equipment expenses .....	3,322.43	5.76	.77
42. Depreciation of equipment....	28,631.71	49.62	6.67
43. Other operations—Dr. ....	602.31	1.04	.14
44. Other operations—Cr.....	113.60	.19	.03
Total equipment .....	\$57,694.06	100.00	13.43

III. Traffic:			
45-47. Traffic expenses .....	\$2,961.89	.....	.69
IV. Conducting Transportation:			
48. Superintendence of transportation .....	\$13,460.90	6.56	3.13
Group I—Power.			
49. Power plant employees.....	7,107.18	3.47	1.65
50. Substation employees .....	2,817.65	1.37	.66
51. Fuel for power.....	39,729.82	19.38	9.25
53. Lubricants for power.....	149.44	.07	.03
54. Miscellaneous power plant supplies and expenses.....	993.96	.48	.23
55. Substation supplies and expenses .....	288.99	.14	.07
56. Power purchased .....	21,007.81	10.25	4.89
59. Other operations—Cr.....	1,475.91	.72	.34
Group II—Operation of Cars.			
60. Passenger conductors, motormen and trainmen.....	86,409.90	42.14	20.11
61. Freight and express conductors, motormen and trainmen.....	130.41	.06	.03
62, 63. Miscellaneous car service employees and expenses.....	11,868.95	5.79	2.76
64, 65. Station employees and expenses .....	3,255.17	1.59	.76
66, 67. Carhouse employees and expenses .....	15,515.38	7.57	3.61
68, 69. Signal, interlocking, telephone and telegraph systems.....	387.86	.19	.09
71. Loss and damage.....	23.89	.01	.01
72. Other transportation expenses .....	3,385.64	1.65	.79
Total conducting transportation .....	\$206,057.04	100.00	47.73
V. General and Miscellaneous:			
73, 74. Salaries and expenses of general officers and general office clerks .....	\$14,997.73	31.93	3.49
75. General office supplies and expenses .....	932.02	1.99	.22
76. Law expenses .....	2,432.41	5.18	.57
78. Pensions .....	261.13	.56	.06
79. Miscellaneous general expenses .....	3,326.39	7.08	.77
81. Other operations—Cr.....	236.63	.50	.06
82. Injuries and damages.....	17,534.63	37.33	4.08
83. Insurance .....	3,674.00	7.82	.85
84. Stationery and printing.....	1,186.68	2.53	.28
85. Store expenses .....	2,528.43	5.38	.59
86. Stable expenses .....	329.26	.70	.08
Total general and miscellaneous .....	\$46,966.05	100.00	10.93
Recapitulation of Expenses:			
I. Way and structures.....	\$116,924.75	.....	27.22
II. Equipment .....	57,694.06	.....	13.43
III. Traffic .....	2,961.89	.....	.69
IV. Conducting transportation....	205,057.04	.....	47.73
V. General and miscellaneous....	46,966.05	.....	10.93
Total operating expenses..	\$429,603.79	.....	100.00

Ratio of operating expenses to operating revenues, 88.35 per cent.

## RENTS OF LEASED LINES

(Page 55.)

Name of Lessor	Total Amount of Rents Paid by Lessee
Chicago, Milwaukee & St. Paul Railway Company.....	\$1,000.00
Minneapolis & St. Louis Railroad Company.....	2,000.00
Total.....	\$3,000.00

## COMPARATIVE GENERAL BALANCE SHEET

(Page 57.)

ASSETS		June 30, 1913		Year Ending June 30, 1913	
Item	Total	Item	Total	Increase	Decrease
\$4,786,831.29		\$4,803,601.40			
Cost of road, page 25.....		201,441.66			
Cost of equipment, page 27.....		74,933.71	\$5,079,976.77	\$16,832.09	
General expenditures, page 27.....		101,207.88			
Expenditures for road and equipment and general expenditures, leased line, page 29.....		100,726.90	100,726.90		480.98
Other permanent investments:					
Cash and current assets, page 21.....		444,216.39	444,216.39		
Rent leased lines apprt.....		833.33	833.33		
Other assets:					
Renewal fund bonds.....		19,000.00			
Insurance fund bonds.....		3,000.00			
Insurance fund cash.....		700.00			
Invested insurance funds.....		9,849.13	32,549.13	2,407.31	
Grand total.....	\$5,541,899.44	\$5,658,302.52	\$5,658,302.52	\$116,884.06	\$180.98

## COMPARATIVE GENERAL BALANCE SHEET—Concluded

(Page 59.)

June 30, 1912		June 30, 1913		Year Ending June 30, 1913	
Item	Total	Item	Total	Increase	Decrease
LIABILITIES					
\$2,600,000.00	\$2,600,000.00	Capital stock, common, page 17.....	\$2,600,000.00		
500,000.00	500,000.00	Funded debt, page 19.....	500,000.00		
1,922,055.82	1,922,055.82	Current liabilities, page 21.....	1,926,970.39	\$4,914.57	
		Accrued liabilities:			
9,240.56	17,573.88	Taxes accrued and not yet due.....	17,854.76		
8,333.32		Interest on funded debt accrued and not yet due.....	8,333.32		
125.00		Interest and discount.....	125.00		
10,669.93	10,794.93	Insurance.....	13,376.67	2,581.74	
446,261.21	446,261.21	Reserves.....	552,915.63	106,654.42	
45,213.60	45,213.60	Surplus, page 31 (or 33).....	38,851.75		6,361.85
\$5,541,899.44	\$5,541,899.44	Grand total.....	\$5,658,302.52	\$122,761.93	\$6,361.85

(Page 65.)

## MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

1. Passenger car mileage.....	2,245,347
2. Freight, mail and express car mileage.....	25,978
Total car mileage.....	2,271,325
4. Passenger car hours.....	168,000
5. Freight, mail and express car hours.....	2,677
Total car hours.....	170,677
7. Regular fare passengers carried.....	9,505,910
Total revenue passengers carried.....	9,505,910
10. Free passengers carried.....	618,155
Total revenue passengers carried.....	9,505,910
12. Passenger revenue—Page 35.....	\$468,753.40
13. Average fare, revenue passengers.....	.04931
14. Average fare, all passengers (including transfer passengers).....	.04630
15. Total revenue from transportation—Page 35.....	\$480,463.17
16. Revenue from transportation per car mile.....	.21153
17. Revenue from transportation per car hour.....	2.81504
18. Total revenue from operations other than transportation—Page 35.....	\$5,791.10
19. Revenue from operations other than transportation per car mile.....	.00255
20. Revenue from operations other than transportation per car hour.....	.03393
21. Total operating revenues—Page 35.....	\$486,254.27
22. Operating revenues per car mile.....	.21408
23. Operating revenues per car hour.....	2.84897
24. Total operating expenses—Page 49, 51 or 53.....	\$429,608.79
25. Operating expenses per car mile.....	.18914
26. Operating expenses per car hour.....	2.51706

(Page 67.)

## EMPLOYEES.

Class.	Number.
General Administration:	
General officers.....	9
General office clerks.....	15
Maintenance:	
Superintendents.....	2
Other employees.....	166
Transportation:	
Superintendents.....	2
Other employees.....	147
Total.....	343
Aggregate salaries and wages paid, \$187,538.40.	

## DESCRIPTION OF EQUIPMENT.

	With Electric Equipment. Total Number.
Combination closed and open passenger cars.....	26
Express and baggage cars.....	1
Work cars.....	2
Snow plows.....	2
Total cars of all classes.....	31

## ACCIDENTS TO PERSONS.

	Killed.	Injured.	Total.
Passengers.....	..	12	12
Employees.....	..	6	6
Other persons.....	1	11	12
Total.....	1	29	30



(Page 69.)

OATH.

STATE OF MINNESOTA, }

ss:

County of Hennepin.

We, the undersigned, A. M. Robertson, third vice president, and D. J. Strouse, auditor, of The Minneapolis & St. Paul Suburban Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

A. M. ROBERTSON,  
Third Vice President.

D. J. STROUSE,  
Auditor.

Subscribed and sworn to before me this 6th day of November, 1913.

B. F. WINDERS,  
Notary Public, Hennepin County, Minn.

My commission expires June 13, 1920.

## MESABA RAILWAY COMPANY

(Page 3.)

## HISTORY

1. Exact name of company making this report. Mesaba Railway Company.
2. Date of organization. November 15, 1910.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Laws of Minnesota, General Statutes, 1905.
6. State whether respondent is a corporation, a joint-stock association, or a firm or partnership. Corporation.

(Page 5.)

## DIRECTORS

Name	Post-Office Address	Date of Expiration of Term
C. A. Duncan.....	Duluth, Minn.....	Jan. 12, 1914.
P. L. Saltonstall.....	Boston, Mass.....	Jan. 12, 1914.
R. W. Watson.....	New York.....	Jan. 12, 1914.
Oscar Mitchell.....	Duluth, Minn.....	Jan. 12, 1914.
A. C. Gillette.....	Duluth, Minn.....	Jan. 12, 1914.
E. E. Hewitt.....	Duluth, Minn.....	Jan. 12, 1914.
B. R. Heney.....	Duluth, Minn.....	Jan. 12, 1914.

## PRINCIPAL OFFICERS

Title	Name	Official Address
President.....	Oscar Mitchell.....	Duluth, Minn.
Vice-President.....	R. W. Watson.....	New York.
Secretary.....	B. R. Heney.....	Duluth, Minn.
Treasurer.....	P. L. Saltonstall.....	Boston, Mass.
Attorney, or General Counsel.....	Oscar Mitchell.....	Duluth, Minn.
General Auditor.....	O. A. Ericksen.....	Virginia, Minn.
General Manager.....	H. S. Newton.....	Virginia, Minn.

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT

1. Date of last meeting of stockholders for election of directors. January 13, 1913.
2. Date of last closing of stock books before end of year for which this report is made. Books not closed.
3. Total number of stockholders of record at the date required in answer to Question 2. 8.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.
- If control was so held, state:
  - (a) The form of control, whether sole or joint. Sole.
  - (b) The name of the controlling corporation or corporations. Mesaba Electric Ry. Co.
  - (c) The manner in which control was established. Stock ownership.
  - (d) The extent of control. Complete.
  - (e) Whether control was direct or indirect. Direct.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 13.)

## MILEAGE COVERED—Continued

Names of all lines other than Steam Roads over which the Respondent Operates.  
Observe the following order:

1. Electric lines.
2. Steamboat lines.
3. Stage lines.
4. Miscellaneous lines.

NAME OF CARRIER	Miles
Mesaba Railway Co., Hibbing, Minn., to Gilbert, Minn.....	34.8
Total.....	34.8

(Page 15.)

MILEAGE COVERED—Continued  
MILEAGE BY STATES AND TERRITORIES

STATE OR TERRITORY	Electric-Line Mileage	Total Mileage
Minnesota.....	34.8	34.8
Total.....	34.8	34.8

(Page 17.)

MILEAGE COVERED—Continued  
MILEAGE NOT ASSIGNABLE TO STATES OR TERRITORIES  
RECAPITULATION

CLASS OF CARRIER	Mileage
Electric lines.....	34.8
Total.....	34.8

(Page 19.)

CAPITAL STOCK

KIND	* Number of Shares Authorized	Par Value of One Share	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value Not Held by Respondent
Common.....	11,000	\$100.00	\$1,100,000	\$1,100,000	\$1,100,000
Total.....	11,000	\$100.00	\$1,100,000	\$1,100,000	\$1,100,000

(Page 21.)

FUNDED DEBT

Designation of Bond or Obligation	Term		Total Par Value Authorized	Total Par Value Out- standing	Total Par Value Not Held by Respon- dent	Interest		
	Date of Issue	Date of Ma- tu- rity				Rate	When Pay- able	Amount Accrued During the Year
Miscellaneous Fund- ed Obligations: 1st mortgage bonds	1912	1932	\$2,500,000	\$1,100,000	\$1,100,000	5%	3/1-9/1	\$18,333.32
Total.....	.....	.....	\$2,500,000	\$1,100,000	\$1,100,000	.....	.....	\$18,333.32

(Page 23.)

RECAPITULATION OF FUNDED DEBT

KIND OF BOND OR OBLIGATION	Total Par Value Outstanding	Total Par Value Not Held by Respondent	Interest Amount Accrued During the Year
1st mortgage bonds.....	\$1,100,000	\$1,100,000	\$18,318.87
Total.....	\$1,100,000	\$1,100,000	\$18,318.87

(Page 25.)

## SECURITY FOR FUNDED DEBT

DESIGNATION OF BOND OR OBLIGATION	Property or Equipment Mortgaged	Securities Pledged
		Name
1st mortgage bonds. ....	34.8 miles of road, Hibbing, Minn., to Gilbert, Minn.	Mesaba Railway Co., all equip- ment.

(Page 26.)

## EXPLANATORY REMARKS

Cost of road and equipment according to Interstate Commerce Classification is shown on page 64. The property was taken over and operation commenced on March 1, 1913, and the expenditures for the period covered by this report therefore represent the total expenditures to date.

(Page 29.)

## INCOME ACCOUNT

Operating revenues—page 33. ....	\$81,647.00	
Operating expenses—page 49. ....	40,651.33	
Net operating revenue. ....		\$40,995.67
Deductions from gross corporate income:		
Interest accrued on funded debt—page 23. ....	\$18,318.87	
Other deductions:		
Taxes on gross earnings. ....	3,266.02	
Total deductions from gross corporate income. ....		21,584.89
Net corporate income. ....		\$19,410.78
Balance for year carried forward to credit of profit and loss. ....		\$19,410.78

(Page 33.)

## OPERATING REVENUES

ACCOUNT	Total Receipts	Total Revenues
Total revenue from transportation. ....	\$81,552.00	\$81,552.00
Total revenue from operations other than transportation. ....	95.00	.....
Total operating revenues. ....	\$81,647.00	\$81,647.00

(Page 43.)

## SUMMARY OF SECURITIES OWNED

Not held in sinking or other funds

Does the respondent own or control any express securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Commission? No.

(Page 47.)

## OPERATING EXPENSES

<b>I. Way and Structures:</b>		
1. Superintendence of way and structures.....	\$1,212.20	
2-12. Maintenance of roadway and track.....	3,327.87	
13-19. Other maintenance of way.....	233.54	
20. Poles and fixtures.....	9.93	
22. Transmission system.....	164.97	
23. Distribution system.....	144.97	
25. Buildings and structures.....	144.50	
<b>Total—way and structures.....</b>	<b>\$5,237.98</b>	
<b>II. Equipment:</b>		
29. Superintendence of equipment.....	\$1,003.25	
30. Power plant equipment.....	206.81	
31. Sub-station equipment.....	.69	
32-35. Maintenance of cars and locomotives.....	1,670.03	
36-37. Maintenance of electrical equipment of cars and locomotives.....	643.79	
38-41. Miscellaneous equipment expenses.....	276.13	
<b>Total—equipment.....</b>	<b>\$3,800.70</b>	
<b>III. Traffic:</b>		
45-47. Traffic expenses.....	\$1,392.73	
<b>IV. Conducting Transportation:</b>		
48. Superintendence of transportation.....	\$1,823.00	
<b>Group 1—Power:</b>		
49. Power plant employees.....	2,568.93	
50. Sub-station employees.....	676.10	
51. Fuel for power.....	3,750.00	
54. Miscellaneous power plant supplies and expenses.....	173.68	
55. Sub-station supplies and expenses.....	45.30	
56. Power purchased.....	2,176.80	
<b>Group 2—Operation of cars:</b>		
60. Conductors and motormen.....	7,960.19	
61. Freight and express conductors, motormen, etc.....	16.80	
62-63. Miscellaneous car service employees and expenses.....	539.34	
64-65. Station employees and expenses.....	1,410.42	
66-67. Car house employees and expenses.....	1,012.46	
71. Loss and damage.....	20.00	
72. Other transportation expenses.....	58.61	
<b>Total—conducting transportation.....</b>	<b>\$22,231.63</b>	
<b>V. General Expenses:</b>		
73. Salaries and expenses of general officers and clerks.....	\$3,311.77	
75. General office supplies and expenses.....	206.16	
76. Injuries and damages.....	3,266.02	
77. Insurance.....	470.56	
79. Stationery and printing.....	511.77	
80. Other expenses, miscellaneous general expenses.....	222.01	
<b>Total—general expenses.....</b>	<b>\$7,988.29</b>	
<b>Ratio of operating expenses to operating revenues, 49.79 per cent.</b>		
<b>Recapitulation of Expenses:</b>		
I. Way and structure.....	\$5,237.98	
II. Equipment.....	3,800.70	
III. Traffic.....	1,392.73	
IV. Conducting transportation.....	22,231.63	
V. General and miscellaneous.....	7,988.29	
<b>Total operating expenses.....</b>	<b>\$40,651.33</b>	

(Page 54.)

## COMPARATIVE GENERAL BALANCE SHEET

ASSETS	June 30, 1913	
	Item	Amount
Permanent and long term investments:		
I. Real property and equipment—		
EB 1-b. Reserves for accrued depreciation—Cr.....		\$2,238,083.68
Total.....		\$2,238,083.68
IV. Miscellaneous:		
Working assets—		
EB 7. Cash.....		\$3,567.90
EB 13. Miscellaneous accounts receivable.....	\$4,584.82	
EB 14. Materials and supplies.....	8,873.18	
Total.....		13,458.00
Deferred debit items—		
EB 18. Rents and insurance paid in advance.....	\$1,309.77	
Total.....		1,309.77
Grand total.....		\$2,256,419.35

(Page 57.)

## COMPARATIVE GENERAL BALANCE SHEET—Concluded

LIABILITIES	June 30, 1913	
	Item	Amount
Stock:		
EB 29. Capital stock—page 19—		
(c) Receipts outstanding for installments paid.....	\$1,100,000.00	
Total.....		\$1,100,000.00
Long-term Debt:		
EB 32. Funded debt—page 23—		
(b) Misc. funded obligations not held by company.....	\$1,100,000.00	
(c) Receipts outstanding for funded debt.....	1,100,000.00	
Total.....		2,200,000.00
Working Liabilities:		
EB 36. Audited vouchers and wages unpaid.....	\$12,380.41	
Total.....		12,380.41
Accrued Liabilities not Due:		
EB 44. Unmatured interest, rents and dividends payable....	\$18,333.32	
EB 45. Taxes accrued.....	3,266.02	
Total.....		21,599.34
Appropriated Surplus:		
EB 52. Reserves from income or surplus—		
(c) Not specifically invested.....	3,028.82	
Total.....		3,028.82
Profit and Loss:		
EB 53. Balance—page 31.....		19,410.78
Grand total.....		\$2,256,419.35

## (Page 58.) MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

1. Passenger car mileage .....	181,648
Total car mileage .....	181,648
4. Passenger car hours .....	13,034
Total car hours .....	13,034
7. Regular fare passengers carried .....	450,638
Total revenue passengers carried .....	450,638
10. Free passengers carried .....	24,900
Total passengers carried .....	475,538
12. Passenger revenue .....	\$80,756.50
13. Average fare, revenue passengers .....	\$0.17920
14. Average fare, all passengers .....	\$0.16982
15. Total revenue from transportation .....	\$81,552.00
16. Revenue from transportation per car mile .....	\$0.44895
17. Revenue from transportation per car hour .....	\$6.25687
18. Total revenue from operations other than transportation .....	\$95.00
19. Revenue from operations other than transportation, per car mile .....	\$0.052
20. Revenue from operations other than transportation, per car hour .....	\$0.729
21. Total operating revenues .....	\$81,647.00
22. Operating revenues per car mile .....	\$0.44948
23. Operating revenues per car hour .....	\$6.26415
24. Total operating expenses .....	\$40,651.33
25. Operating expenses per car mile .....	\$0.22379
26. Operating expenses per car hour .....	\$3.11887

(Page 62.)

## EMPLOYEES

General officers .....	5
General office clerks .....	5
Superintendents (maintenance) .....	1
Other employees (maintenance) .....	126
Other employees (transportation) .....	43
Total .....	180
Aggregate salaries and wages paid, \$51,916.34	

## DESCRIPTION OF EQUIPMENT

	With Electric Equipment	Without Electric Equipment	Total
Closed passenger cars .....	10	7	17
Total passenger cars .....	10	7	17
Express cars .....	2		2
Snow plows .....	1		1
Work cars .....		11	11
Total cars of all classes .....	13	18	31

## ACCIDENTS TO PERSONS

	Killed	Injured	Total
Passengers .....		13	13
Employees .....		9	9
Other persons .....		1	1
Total .....		23	23

Page 64.)

## EXPENDITURES FOR ROAD AND EQUIPMENT

Engineering and superintendence .....	\$30.67
Right of way .....	123.72
Ballast .....	11,748.50
Rails, rail fastenings and joints .....	366.26
Special work .....	390.95
Paving .....	142.02
Track laying and surfacing .....	10,247.04
Roadway tools .....	1,020.93
Crossings, fences, cattle guards and signs .....	749.88
Interlocking and other signal apparatus .....	3,853.88
Telegraph and telephone lines .....	435.36
Poles and fixtures .....	278.77
Transmission system .....	164.53
Distribution system .....	666.64
Power plant buildings .....	83.44
Sub-station buildings .....	47.45
General office buildings .....	665.66
Shops and car houses .....	95.24
Stations, waiting rooms and miscellaneous buildings .....	823.75
Power plant equipment .....	273.81
Shop equipment .....	1,088.17
Cost of road purchased .....	2,200,000.00
<b>Total .....</b>	<b>\$2,233,296.67</b>



## AMERICAN EXPRESS COMPANY.

(INCLUDING THE NATIONAL EXPRESS COMPANY.)

(Page 2.)

## EXPLANATORY REMARKS.

This report includes the operation of the National Express Company, operations being entirely for and on account of the American Express Company.

(Page 3.)

## HISTORY.

1. Exact name of company making this report. American Express Company.  
 2. Dates of organization. March 18, 1850, and November 15, 1868.  
 3. Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Organized under the common law of the state of New York.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The American Express Company and the Merchants Union Express Company were merged into one company, named American Express Company, by articles of merger and association, dated November 25, 1868, and amendments thereto. Each of the constituent companies was an unincorporated association organized under the common law of the state of New York.

The New England Despatch Company is a corporation under the laws of Massachusetts, which many years ago did business in that state. In 1891 the American Express Company purchased its entire capital stock, and while the corporate existence has been kept alive, the New England Despatch Company, as such, has not for many years transacted any business of its own. The business now done by it is confined to business between Boston, Mass., and points in New York, N. Y., south of Fifty-ninth St., and between Worcester, Mass., and points in New York, N. Y., south of Fifty-ninth St., in competition with the New York & Boston Despatch Express Company, operated between New York and Boston, by a boat line to Providence or Fall River, and thence by train by railroad to Boston. Its earnings and expenses are merged in, and included, in the report of the American Express Company.

5. Date and authority for each consolidation. See answer No. 4.

6. State whether respondent is a corporation, a joint-stock association, or a firm or partnership. This company is not a corporation, but a voluntary partnership or association of individuals organized under articles of agreement between its members. It possesses no rights, privileges or franchises other than such as are enjoyed by any individual or association of individuals.

7. If a reorganized company, give name of original organization and refer to laws under which it was organized. Not a reorganized company.

(Page 5.)

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
James C. Fargo.....	65 Broadway, New York....	When their successors are elected.
Francis F. Flagg.....	65 Broadway, New York....	
Charles M. Pratt.....	26 Broadway, New York....	
John H. Bradley.....	65 Broadway, New York....	
Cornelius Vanderbilt.....	30 Pine St., New York....	
J. Horace Harding.....	25 Broad St., New York....	
John G. Milburn.....	54 Wall St., New York....	
James S. Alexander.....	31 Nassau St., New York....	

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President .....	James C. Fargo.....	65 Broadway, New York
First vice president, general.....	Francis F. Flagg.....	65 Broadway, New York
Secretary .....	William C. Fargo.....	65 Broadway, New York
Vice president and treasurer.....	James F. Fargo.....	65 Broadway, New York
General counsel .....	Carter, Ledyard & Milburn .....	54 Wall St., New York
Comptroller .....	William E. Powelson.....	65 Broadway, New York
Vice president and general manager, Eastern department.....	Henry S. Juller.....	219 E. 42d St., N. Y.
Vice president and general manager, Western department.....	George C. Taylor.....	23-29 W. Monroe St., Chicago.
Manager of Foreign department, United States and Canada.....	Marcellus F. Berry.....	65 Broadway, New York
Director General of Foreign department, Europe .....	William S. Dalliba.....	11 Rue Scribe, Paris, France.
Manager of department of equipment and supplies.....	Elisha Flagg .....	219 E. 42d St., N. Y.
Vice president and general traffic manager .....	John H. Bradley.....	65 Broadway, New York
Assistant general traffic manager.....	Edwin E. Bush.....	65 Broadway, New York
Officer to whom correspondence concerning this report should be addressed:		
Name, William E. Powelson; title, comptroller; official address, 65 Broadway, New York, N. Y.		

(Page 7)

## CORPORATIONS CONTROLLED BY RESPONDENT

Name	Control			
	Sole or Joint	How Established	Extent	Direct or Indirect
Active Corporations:				
National Express Co. (unincorporated)	Sole	Ownership of Interests	99%	Direct
New England Despatch Company.....	Sole	Ownership of Stock...	100%	Direct
Westcott Express Company.....	Sole	Ownership of Stock...	99%	Direct

(Page 8.)

## EXPLANATORY REMARKS.

The directors hold quarterly meetings on the second Wednesday of February, May, August and November, of each year, at which time the election of directors may take place if necessary to fill vacancies occasioned by death, resignation, or other causes. The last date prior to June 30, 1913, when such an election occurred, was February 14, 1912.

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

1. Date of last meeting of stockholders for election of directors. See answer on page 8.
2. Date of last closing of stock books before end of year for which this report is made. Stock books are not closed.
3. Total number of shareholders of record June 30, 1913. 4,041.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 11.)

## MILEAGE COVERED.

Name of every steam road over which the respondent operates:

Name of Road.	Miles.
Chicago & North-Western Railway.....	7,542.91
Chicago, St. Paul, Minneapolis & Omaha Railway.....	1,685.60
Duluth, Missabe & Northern Railway.....	170.80
Duluth, Winnipeg & Pacific Railway.....	173.80
Illinois Central Railroad (main line).....	4,660.67
Steam roads other than those in Minnesota.....	43,274.37
Total .....	57,558.35

(Page 13.)

## MILEAGE COVERED.

Names of all lines other than steam roads over which the respondent operates. Observe the following order: (1) Electric line, (2) Steamboat lines, (3) Stage Lines, (4) Miscellaneous lines.

## Electric Lines.

	Miles.
In Minnesota .....	.....
Outside of Minnesota .....	949.70

## Steamboat Lines.

In Minnesota .....	.....
Outside of Minnesota .....	2,996.75

## Stage Lines.

In Minnesota .....	.....
Outside of Minnesota .....	19.50

**Miscellaneous Lines—Ferries.**

In Minnesota .....	.....
Outside of Minnesota .....	7.00
Total .....	3,972.95

(Page 15.)

**MILEAGE BY STATES AND TERRITORIES.**

State or Territory.	Steam Road Mileage.	Electric Line Mileage.	Steam- boat Line Mileage.	Stage Line Mileage.	Miscel- laneous Mileage.	Total Mileage.
Minnesota .....	1,472.79	.....	.....	.....	.....	1,472.79
All other states and Canada .....	56,085.56	949.70	\$98.50	19.50	7.00	57,960.26
Total .....	57,558.35	949.70	\$98.50	19.50	7.00	59,433.05

(Page 17.)

**MILEAGE NOT ASSIGNABLE TO STATES OR TERRITORIES.**

Total .....	2,098.25
-------------	----------

**RECAPITULATION.**

Class of Carrier.	Mileage.
Steam roads .....	57,558.35
Electric lines .....	949.70
Steamboat lines .....	2,996.75
Stage lines .....	19.50
Miscellaneous .....	7.00
Total .....	61,531.30

**MILEAGE COVERED IN OUTSIDE OPERATIONS.**

Ocean-going mileage .....	68,284
Mileage in foreign countries .....	8,678

The earnings and expenses on ocean lines and in foreign countries are not kept separate from other earnings and expenses of the company and cannot be shown separately as "outside operations."

(Page 18.)

**EXPLANATORY REMARKS.**

By the articles of association there is no stock properly so-called. The property of the company is represented by shares, which for the purpose, only of this report, and to conform to the nomenclature of this form, are called stock.

## CAPITAL STOCK

(Page 19.)

KIND	Number of Shares Authorized	Par Value of One Share	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value Held by Respondent		Total Par Value Not Held by Respondent	Dividends Declared During the Year	
					In Treasury by Purchase			Rate	Amount
Common.....	180,000	\$100	\$18,000,000	\$18,000,000		\$480,000	\$17,520,000	12%	\$2,117,700.00
Total.....	180,000	.....	\$18,000,000	\$18,000,000		\$480,000	\$17,520,000	.....	\$2,117,700.00

PURPOSE OF THE ISSUE		Total Number of Shares Outstanding	Total Cash Realized	REMARKS												
Issued in exchange for shares of the American Express Company and shares of the Merchants Union Express Company under the provisions of the articles of merger and association dated November 26, 1898.....		180,000	\$900,000													
Total.....		180,000	\$900,000	<p>The assets of the two constituent companies became the property of the American Express Company and were as follows:</p> <table><tr><td>Cash on hand.....</td><td>\$183,819.13</td></tr><tr><td>Securities.....</td><td>1,261,023.87</td></tr><tr><td>Real Estate.....</td><td>\$2,200,300.00</td></tr><tr><td>Less mfgs. payable on same</td><td>505,143.00</td></tr><tr><td>Personal Property (equipment).....</td><td>1,695,157.00</td></tr><tr><td>Total.....</td><td>1,260,000.00</td></tr></table> <p>The above, together with the cash realized in issue of its shares or interests, makes the total assets of the American Express Company upon its organization \$5,300,000.</p>	Cash on hand.....	\$183,819.13	Securities.....	1,261,023.87	Real Estate.....	\$2,200,300.00	Less mfgs. payable on same	505,143.00	Personal Property (equipment).....	1,695,157.00	Total.....	1,260,000.00
Cash on hand.....	\$183,819.13															
Securities.....	1,261,023.87															
Real Estate.....	\$2,200,300.00															
Less mfgs. payable on same	505,143.00															
Personal Property (equipment).....	1,695,157.00															
Total.....	1,260,000.00															

(Page 25.)

## MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

	Revenues (or Income)	Expenses.	Taxes.	Net Income or Loss.	Book Value.
Total.....	\$104,416.71	\$10,503.92	\$19,923.04	\$73,989.75	\$1,903,292.85

(Page 26.)

## EXPLANATORY REMARKS.

The explanation of items on page 27 indicated by characters \* and † is that a large number of messengers' packing trunks which were lost and omitted from the inventory of June 30, 1912, were subsequently found and being included in the inventory of June 30, 1913, produced an increase in excess of the amount of purchases during year. Referring to items on page 27 indicated by character ‡ it will be seen that the charge to reserve for depreciation for equipment retired is the same as the credit to cost account. This is due to the fact that the retirements are ascertained by a comparison of the inventory with the previous year's inventory, plus purchases, during year, and that process results in bringing the reserve for depreciation up to the cost before the retirements are closed out.

(Page 27.)

## COST OF REAL PROPERTY AND EQUIPMENT

ACCOUNT	Expenditures for Real Property and Equipment during the year				Total Cost to June 30, 1912	Total Cost to June 30, 1913
	From Cash or Other Working Assets		Credits for Property Retired	Total		
	Directly Charged	Temporarily Charged to Operating Expenses and Adjusted				
Real property and equipment:						
I Real estate:						
II Buildings and fixtures:	\$151.94		\$31,485.39	\$31,333.45	3,767,412.59	\$3,736,079.14
III Equipment:	50,842.34		48,630.33	2,212.01	3,769,002.75	3,772,114.76
(2) Other equipment:						
Office equipment:	270,208.80		14,146.33	256,062.47	1,184,410.13	1,440,472.60
Horses:	104,502.77		224,470.55	119,967.78	1,210,676.09	1,090,708.31
Vehicles:	1,043,554.56		229,703.40	813,851.16	1,617,050.72	2,430,901.88
Stable equipment:	30,469.51		26,340.48	4,129.03	138,242.79	142,371.82
Transportation equipment:	24,440.01		*6,388.33	30,828.34	147,990.60	178,818.04
Total:	\$1,524,169.93		\$568,388.15	\$955,781.78	\$11,835,685.67	\$12,791,467.45

\*Debit. See opposite page.

## RESERVES FOR ACCRUED DEPRECIATION—CR.

(Page 27.)

ACCOUNT	Amounts Credited During the Year	Amounts Charged During the Year	Net Balance for the Year	Total on June 30, 1912	Total on June 30, 1913
(a) Buildings and fixtures.....	\$7,722.63	\$10,834.09	\$3,111.46	\$49,302.25	\$46,190.79
(c) Other equipment:					
Office equipment.....	95,392.94	\$14,146.33	81,246.61	337,157.96	418,404.57
Horses.....	260,088.80	\$224,470.55	35,618.25	269,476.09	305,094.34
Vehicles.....	360,518.35	\$229,703.40	130,814.95	479,100.34	609,915.29
Stable equipment.....	27,423.25	\$26,340.48	1,082.77	63,234.86	64,317.63
Transportation equipment.....	1,513.08	\$6,388.33	7,901.41	34,067.86	41,999.27
Total.....	\$752,659.05	\$499,106.52	\$253,552.53	\$1,232,339.36	\$1,485,891.89

†Credit.

‡See opposite page.

(Page 28.)

## EXPLANATORY REMARKS.

The item "Amortization of Premium and Discount on Bonds," represents the year's proportion of amortization of premium and discount on bonds purchased and held as investments.

(Page 29.)

## INCOME ACCOUNT.

## Operating Income:

## Express Operations:

Gross receipts from operation—Page 33 .....	\$47,849,009.67	
Express privileges—Dr.—Page 35.....	23,277,072.38	
Operating revenues—Page 33.....		\$24,571,937.29
Operating expenses—Page 49.....		23,639,867.46
Net operating revenue.....		\$932,069.83
Taxes accrued—Page 53.....		360,192.36
Operating income .....		\$571,877.47
Other Income:		
Dividends declared on stocks owned or controlled—Page 43 .....		\$1,067,099.50
Interest accrued on funded debt owned or controlled—Page 43.....		201,640.61
Interest on other securities, loans and accounts .....		52,413.38
Net income from miscellaneous investments—Physical property—Page 25..		73,989.75
Miscellaneous income—Page 51.....		1,674.48
Total other income.....		1,396,817.72
Gross corporate income.....		\$1,968,695.19
Deductions from Gross Corporate Income:		
Other interest .....		\$95,863.94
Other deductions:		
Hire of equipment.....	\$28,133.14	
Amortization of premium and discount on bonds owned.....	7,401.30	
Interest on equipment at joint offices .....	1,453.25	
Dividends paid to shareholders, National Express Co. other than American Express Co. per agreement .....	36.00	
		37,023.69
Total deductions from gross corporate income .....		132,887.63
Net corporate income.....		\$1,835,807.56
Balance for year carried forward to credit of profit and loss.....		\$1,835,807.56

(Page 31.)

## PROFIT AND LOSS ACCOUNT.

## Debit.

## Deductions for Year:

Disbursements for expenses in current year applicable to period prior to July 1, 1912.....	\$40,566.77
Taxes paid during current year applicable to period prior to July 1, 1912 .....	30,960.67
Bad debts .....	5,335.13
Loss on sale of real estate.....	900.75
Loss on sales of securities owned.....	808.77
Difference between cost and par value of company's shares purchased during year .....	93,462.50
Adjustment of book value of securities owned by company.....	1,759,188.57
Reimbursement to National Express Co. for overpayment of profits as dividends .....	8,447.52
Dividends declared—Page 19:	
†Three per cent declared on August 14, 1912; payable on October 1, 1912 .....	530,100.00



†Three per cent declared on November 14, 1912; payable on January 2, 1913 .....	580,100.00
†Three per cent declared on February 13, 1913; payable on April 1, 1913 .....	580,100.00
†Three per cent declared on May 14, 1913; payable on July 1, 1913 .....	527,400.00
Balance credit, June 30, 1913, carried to general balance sheet—Page 57 .....	19,298,460.83
	<b>\$23,355,831.51</b>

†From income from investments.  
†From income from operations.

## Credit.

Balance June 30, 1912.....	\$21,499,301.47
Balance for year brought forward from income account.....	1,825,807.56
Additions for year:	
Receipts during current year applicable to period prior to July 1, 1912 .....	3,306.05
Credits received in readjustment of expenses included in period prior to July 1, 1912.....	5,841.08
Taxes charged to profit and loss account to July 1, 1912, which were applicable to current year.....	913.37
Profit on sales of real estate.....	8,286.11
Refund of taxes overpaid prior to current year.....	2,375.87
	<b>\$23,355,831.51</b>

(Page 33.)

## OPERATING REVENUES.

Account.	Total Receipts.	Total Deductions.	Total Revenues.
Total revenue from transportation.....	\$47,573,567.24	\$1,765,935.29	\$45,807,631.95
Total revenue from operations other than transportation .....			2,041,377.72
Gross receipts from operation.....			\$47,849,009.67
Express privileges—Dr.—Page 35.....			23,277,072.38
Total operating revenues.....			<b>\$24,571,937.29</b>

(Page 35.)

## AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES.

## Steam Roads.

Name of Carrier and Basis of Contract.	Amount.
Chicago & North-Western—55% of gross receipts; guarantee, \$1.00 per train mile on special train movements; guaranteed annual payment, none.....	\$2,556,379.85
Chicago, St. Paul, Minneapolis & Omaha—55% of gross receipts; guarantee, \$1.00 per train mile on special train movements; guaranteed annual payment, none.....	473,723.62
Duluth, Missabe & Northern—Tonnage: Local tonnage—	

## Per Cwt.

	Mer- chandise.	Produce.	Beer, Ale and Mineral	Milk and
10 miles or less.....	\$0.12	\$0.11	\$0.11	\$0.11
Over 10 miles to 20 miles...	.16	.14	.11	.11
Over 20 miles to 35 miles...	.21	.18	.13	.13
Over 35 miles to 50 miles...	.32	.25	.16	.16
Over 50 miles to 65 miles...	.35	.30	.21	.19
Over 65 miles to 100 miles...	.40	.32	.22	.20
Produce shipments consist of butter, eggs, dressed poultry, game, fish, oysters, bread, meats, vegetables, fruits and berries; through tonnage, produce rates apply; guaranteed annual payment, none.....				22,456.91
Duluth, Winnipeg & Pacific—45% of gross receipts from local business; 50% on through traffic; guaranteed annual payment, none; June 1 to 30, 1913.....				1,407.58
Illinois Central, main line—70% of gross receipts on all carload shipments of fruit or vegetables, from one consignor to one consignee, originating on lines of Illinois Central System; 55% of gross receipts from all other traffic; guaranteed annual payment, \$1,575,000.00 .....				1,780,604.25
Steam, electric, steamboat and miscellaneous lines other than those in Minnesota, including payments to ocean steamship lines and lines in Europe.....				18,442,500.17
Total .....				<b>\$23,277,072.38</b>

(Page 36.)

## SECURITIES OWNED—STOCKS—NOT HELD IN SINKING OR OTHER FUNDS.

	Unpledged	
	Total Par Value.	Cost or Book Value.
Total dollars .....	\$25,000.00	\$288,781.50
Lire .....	250,000	.....
Marks .....	2,000,000	.....

(Page 37.)

## SECURITIES OWNED—STOCKS—Continued.

## Not Held in Sinking or Other Funds.

	Unpledged		Dividends Declared, Amount.
	Total Par Value.	Cost or Book Value.	
Total.....	\$13,607,791.00	\$19,876,008.87	\$1,067,099.50

(Page 39.)

SECURITIES OWNED—FUNDED DEBT—Continued.  
Not Held in Sinking or Other Funds.

	Unpledged		Interest Accrued, Amount.
	Total Par Value.	Cost or Book Value.	
Total dollars .....	\$5,106,500	\$4,821,900.58	\$201,640.61
	Water.	Cream.	
Francs .....	18,500	.....	.....
Marks .....	10,100	.....	.....

(Page 40.)

## EXPLANATORY REMARKS.

Miscellaneous securities, book value..... \$49,565.00

(Page 43.)

## SUMMARY OF SECURITIES OWNED.

## Not Held in Sinking or Other Funds.

Kind of Security.	Par Value.	Dividends or Interest.
<b>Stocks:</b>		
Total dollars .....	\$14,112,791	\$1,067,099.50
Lire .....	250,000	.....
Marks .....	2,000,000	.....
<b>Funded Debt:</b>		
Total dollars .....	\$5,106,500	201,640.61
Francs .....	18,500	.....
Marks .....	10,100	.....
<b>Miscellaneous Securities:</b>		
Total .....	\$49,565	1,538.44

Does the respondent own or control any express securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Interstate Commerce Commission? No.

(Page 47.)

## OPERATING EXPENSES.

Account.	Amount.
Total maintenance .....	\$1,218,029.22
Total traffic expenses.....	473,658.48
Total transportation expenses .....	20,076,452.28
Total general expenses.....	1,871,727.48
<b>Recapitulation of Expenses:</b>	
I. Maintenance .....	\$1,218,029.22
II. Traffic expenses .....	473,658.48
III. Transportation expenses .....	20,076,452.28
IV. General expenses .....	1,871,727.48
Total operating expenses.....	\$23,639,867.46
Ratio of operating expenses to operating revenues, 96.21 per cent.	

(Page 48.)

EXPLANATORY REMARKS.

The ratio of operating expenses to operating revenues, 96.21%, as shown on page 49, is misleading and tends to the drawing of erroneous conclusions in reference to the business, for the reason that in arriving at such ratio of operating expenses to operating revenues the expenses for express privileges, \$23,277,072.38, as shown on page 33, should have been included as an expense and not deducted from gross receipts from operation. If such had been done, the ratio of operating expenses to operating revenues would have been shown to be and is 98.05%.

(Page 51.)

MISCELLANEOUS INCOME.

	Net
	Miscellaneous
Total .....	Income.
	\$1,674.48

(Page 53.)

TAXES AND ASSESSMENTS

STATE OR TERRITORY	AD VALOREM TAX		SPECIFIC TAX			Internal Revenue U. S. Government	TOTAL
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds; or on Valuation Based on Earnings, Dividends, or Other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends	On Traffic, or some Physical Quality of Property Operated, or on Privilege		
Minnesota.....	\$4.50	\$6,393.77					\$6,398.27
All other states and countries.....	119,356.37	206,413.99		\$1,350.00	\$22,497.59	\$2,645.30	353,794.09
Total.....	\$119,360.87	\$212,807.76		\$1,350.00	\$22,497.59	\$2,645.30	\$360,192.36



## COMPARATIVE GENERAL BALANCE SHEET—Continued.

(Page 55)

June 30, 1912		June 30, 1913		Increases or Decrease	
Item	Amount	Item	Amount		
ASSETS					
Working assets:					
\$330,000.00	\$7,811,825.28	EB 7 Cash.....	\$4,702,196.96	\$3,109,628.32	
		EB 8 Securities issued or assumed, held in treasury—		150,000.00	
		(a) Stocks, page 19.....			
		(c) Miscellaneous, page 40.....	\$480,000.00		
		EB 10 Loans and bills receivable.....	4,577.50	621.17	
		EB 11 Traffic balances due from other companies.....	188,500.96	66,946.39	
		EB 12 Net balance due from agents and messengers.....	5,010,876.16	2,664,107.48	
		EB 13 Miscellaneous accounts receivable.....	12,038,000.64	7,996,514.55	
		EB 14 Materials and supplies.....	190,768.55	39,122.16	
		EB 15 Other working assets.....	150,920.80	7,059.15	
		Total.....	\$22,774,841.57	\$2,259,029.88	
	Accrued income not due:				
		\$20,515,811.69	EB 16 Unmatured interest, rents and dividends receivable.....	347,852.53	4,998.44
Deferred debit items:					
\$1,000.00		EB 17 Temporary advances—			
		(b) Working funds.....	\$1,000.00		
		(d) Other temporary advances.....	1,440.34		
		EB 18 Rents and insurance paid in advance.....	2,440.34	560.50	
		EB 19 Taxes paid in advance.....	5,272.81	916.29	
		EB 22 Special deposits.....	63,785.82	6,494.39	
		EB 27 Other deferred debit items.....	21,171.55	21,171.55	
		Total.....	289,816.32	97,715.56	
		Total.....	\$382,486.84	\$113,869.51	
	\$60,120,078.95	Grand total.....	\$61,550,305.30	\$1,430,226.35	

## COMPARATIVE GENERAL BALANCE SHEET—Continued

(Page 56)

June 30, 1912		June 30, 1913		Increase or Decrease
Item	Amount	Item	Amount	
LIABILITIES				
Stock:				
EB 29 Capital stock, page 19—				
(a) Interests Held by company.....				\$480,000.00
Not held by company.....	\$18,000,000.00			17,520,000.00
(c) Receipts outstanding for installments paid				
Total.....	\$18,000,000.00			\$18,000,000.00
Working liabilities:				
EB 34 Loans and bills payable.....				\$2,000,000.00
EB 35 Traffic balances due to other companies.....	\$169,383.00			85,071.46
EB 36 Audited vouchers and wages unpaid.....	2,342,930.00			4,223,420.60
EB 37 Miscellaneous accounts payable.....	1,411,132.37			1,361,630.75
EB 38 Matured interest, rents and dividends unpaid.....	557,213.98			554,641.98
EB 41 Unpaid money orders, checks and drafts.....	13,877,742.42			15,432,000.50
EB 42 Express privileges.....	1,851,817.01			1,938,389.40
Total.....	\$20,210,218.78			\$23,595,154.69
Accrued liabilities not due:				
EB 44 Unmatured interest, rents and dividends payable.....				522.49
EB 45 Taxes accrued.....	176,725.72			179,650.01
Total.....	\$176,725.72			\$180,172.50
Deferred credit items:				
EB 47 Operating reserves.....	116,406.53			267,470.38
EB 49 Liability on account of guaranty or indemnity funds.....	109,185.57			106,962.08
EB 50 Other deferred credit items.....	8,240.88			102,084.82
Total.....	\$233,832.98			\$476,517.28
Profit and loss:				
EB 53 Balance, page 31.....	\$21,490,301.47			\$19,298,460.83
Grand total.....	\$80,120,078.95			\$81,550,305.30
				\$2,200,840.64
				\$1,430,226.35

(Page 59.)

**IMPORTANT CHANGES DURING THE YEAR.**

Here present statements as follows: 1. All extensions of the respondent's business over transportation lines. 2. All transportation lines from which the respondent's business was withdrawn. 3. All important purchases of equipment for new lines. 4. All other important physical changes. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. All other important financial changes.

1. Duluth, Winnipeg & Pacific Railway—Virginia, Minn., to Fort Francis, Ont., 96.20 miles; (prior to June 1, 1913, line known as Duluth, Rainy Lake & Winnipeg Railway). Extension, Virginia, Minn., to Duluth, Minn., 77.60 miles; service established, June 8, 1913.

2. Duluth, Rainy Lake & Winnipeg Railway—Virginia, Minn., to Fort Francis, Ont., 96.20 miles; from June 1, 1913, line known as Duluth, Winnipeg & Pacific Railway.

3. None.
4. None.
5. None.
6. None.
7. None.
8. None held in Minnesota.
9. None held in Minnesota.
10. None.

(Page 61.)

**CONTRACTS, AGREEMENTS, ETC.**

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of express matter or the conduct of express business, which became effective or were renewed during the year covered by this report. Give the statement in the following order, viz.: 1. Steam railroad companies. 2. Electric transportation companies or lines. 3. Steamboat or steamship companies. 4. Telegraph companies. 5. Telephone companies. 6. Other express companies. 7. United States government. 8. Other contracts.

1. None.
2. None.
3. None.
4. None.
5. None.

6. The following arrangements for transportation by other express companies of traffic for this company, or transportation by this company of traffic for other express companies, in or through Minnesota, became effective, were discontinued or changed during the year ending June 30, 1913:

**Transportation By Other Express Companies for This Company.****New Arrangements.**

Date effective, August 1, 1913; carried between Huron, S. D., and St. Paul, Minn.; by Northern Express; basis of payment, pro rata of net express charges, using merchandise rates as basis.

**Arrangements Changed.**

Date effective, June 1, 1913; carried between Albert Lea, Minn., and Minneapolis, Minn.; by Adams Express; new basis of payment, two-thirds of local rate applicable, on aggregate weight of commodity carried.

Date effective, June 1, 1913; carried between Albert Lea, Minn., and St. Paul, Minn.; by Adams Express; new basis of payment, two-thirds of local rate applicable, on aggregate weight of commodity carried.

Date effective, June 1, 1913; carried between Albert Lea, Minn., and Waseca, Minn.; by Adams Express; new basis of payment, two-thirds of local rate applicable, on aggregate weight of commodity carried.

**Transportation By This Company for Other Express Companies.****Arrangements Changed.**

Date effective, June 1, 1913; carried between Huron, S. D., and St. Paul, Minn.; for Great Northern Express; new basis of payment, two-thirds of local rate applicable, on aggregate weight of commodity carried.

Date effective, June 1, 1913; carried between St. Paul, Minn., and Sioux City, Iowa; for Great Northern Express; new basis of payment, two-thirds of local rate applicable, on aggregate weight of commodity carried.

7. None.
8. None.

(Page 63.)

## COMPARATIVE STATISTICS OF EQUIPMENT OWNED.

	June 30, 1912		June 30, 1913	
	Number.	Value.	Number.	Value.
Total.....	85,620½	\$3,115,333.22	90,987 1/6	\$3,843,572.45

## STATISTICS OF FINANCIAL PAPER ISSUED.

	Number.	Amount.
Total.....	9,070,601	\$341,132,884.75
Number of express offices in the United States, June 30, 1913.....		7,822
Number of express offices outside of the United States, June 30, 1913.....		160
Number of offices in the United States at which money orders were on sale, June 30, 1913 .....		7,008
Number of offices outside United States at which money orders were on sale, June 30, 1913 .....		127

(Page 65.)

STATE OF NEW YORK,

OATH.

County of New York. } ss:

We, the undersigned, John H. Bradley, vice president and general traffic manager, and William E. Powelson, comptroller, of American Express Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

JOHN H. BRADLEY,

Vice President and General Traffic Manager.

WM. E. POWELSON,

Comptroller.

Subscribed and sworn to before me this 12th day of November, 1913.

WM. H. ABBOTT,

Notary Public.

Wm. H. Abbott, notary public, Kings county; certificate filed in New York county; Kings county, No. 29; Kings county, register No. 4155; New York county, No. 28; New York county register, No. 4077.



## THE ADAMS EXPRESS COMPANY, NEW YORK.

(Inside front cover.)

It has not been the custom for respondent to make annual reports to shareholders. We are, therefore, unable to furnish the copies requested.

(Page 3).

## HISTORY.

1. Exact name of company making this report. The Adams Express Company.
2. Date of organization. July 1, 1854.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. By voluntary agreement under the common law of the state of New York.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
5. Date and authority for each consolidation. Not a consolidated company.
6. State whether respondent is a corporation, a joint-stock association, or a firm or partnership. Joint-stock association.
7. If a reorganized company, give name of original organization and refer to laws under which it was organized. Not reorganized.

(Page 5.)

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
William M. Barrett.....	New York.....	No date fixed
William H. Damsel.....	Chicago, Ill.....	No date fixed
Charles Steele.....	New York.....	No date fixed
George F. Baker.....	New York.....	No date fixed
William D. Guthrie.....	New York.....	No date fixed
Joseph Zimmerman.....	New York.....	No date fixed
Caleb S. Spencer.....	New York.....	No date fixed

Their title under the articles of association is "managers."

## PRINCIPAL OFFICERS.

Title	Name.	Official Address.
President.....	William M. Barrett.....	New York.
Vice president in charge of western department.....	William H. Damsel.....	Chicago, Ill.
Secretary.....	Horatio H. Gates.....	New York.
Treasurer.....	Caleb S. Spencer.....	New York.
Attorney or general counsel.....	Guthrie, Bangs & Van Sinderen.....	New York.
General auditor.....	Henry G. Waters.....	New York.
General manager in charge of traffic of New York department.....	Joseph Zimmerman.....	New York.
General manager of Eastern department.....	Henry E. Huff.....	Philadelphia, Pa.
General manager of western department.....	Grant D. Curtis.....	Chicago, Ill.
Superintendent of New England department.....	Charles H. Hiner.....	Boston, Mass.

Officer to whom correspondence concerning this report should be addressed: Name, Henry G. Waters; title, general auditor; official address, New York, N. Y.

(Page 8.)

## EXPLANATORY REMARKS.

The "managers" were appointed by the articles of association. There has never been a meeting for the election of managers.

## CORPORATIONS CONTROLLED BY RESPONDENT

(Page 7.)

NAME Active Corporations	CONTROL			
	Sole or Joint	How Established	Extent	Direct or Indirect
New York & Boston Despatch Express Co.....	Sole	Stock Ownership	Entire	Direct
Hold & Childs Express Co.....	"	"	"	"
Manhattan Delivery Co.....	"	"	"	"
Adams Road & Building Co.....	"	"	"	"
Adams Vehicle Company.....	"	"	"	"
Hollywell Hotel & Garage Co.....	"	"	"	"
Adams Express Building Co.....	Joint	"	50%	"
Inactive Corporations:				
Morris European & American Express Co., Ltd.....	Sole	"	"	"
New England Express.....	"	"	"	"
				Robt. E. Dowling

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

1. Date of last meeting of stockholders for election of directors. See page 8.
2. Date of last closing of stock books before end of year for which this report is made. May 19, 1913.
3. Total number of stockholders of record at the date required in answer to question 2. 3,089.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 10.)

## EXPLANATORY REMARKS.

American Express Company operate over N. Y., N. H. & H. R. R., between New York, Springfield, Worcester and other junction points in New England; Pennsylvania Railroad, between Mahaffey and Patton, Pa., Cherry Tree, Possum Glory and Idamar, Pa. (known as Cherry Tree and Dixonville Branch), Josephine and Vintondale, Pa.

Wells, Fargo & Company Express operate over Pennsylvania Railroad, between Belvidere, N. J., and Phillipsburg, N. J.; Peoria & Pekin Union, between Peoria and Pekin, Ill.

United States Express Company operate over Pennsylvania Railroad, Perth Amboy to Point Pleasant, N. J.; Peoria & Pekin Union, between Peoria and Pekin, Ill.

Northern and Great Northern Express Companies operate over Chicago, Burlington & Quincy Railroad between Chicago and Minneapolis, Minn.

(Page 11.)

## MILEAGE COVERED.

## Steam Roads.

Name of Road.	Miles.
Ashland & Western Railway .....	21.78
Baltimore, Chesapeake & Atlantic Railway.....	87.06
Bellefonte Central Railroad .....	23.00
Big Stone Gap & Powells Valley .....	1.50
Boyne City, Gaylord & Alpena Railroad.....	27.00
Brooksville Railroad .....	10.00
Cambria & Indiana Railroad .....	23.80
Central New England Railway.....	183.00
Chesapeake Beach Railway.....	28.32
Chesapeake & Ohio Railway.....	1,952.40
Chesapeake & Western Railway.....	40.96
Chicago, Burlington & Quincy Railroad.....	9,128.61
Cincinnati, Flemingsburg & Southeastern Railroad.....	7.20
Coal & Coke Railway.....	188.80
Coal River Railway .....	63.00
Colorado & Southern Lines:	
Colorado & Southern Railway .....	996.33
Colorado Springs & Cripple Creek District Railway.....	51.00
Fort Worth & Denver City Railway .....	453.30
Wichita Valley Railway .....	256.50
Columbus & Southern Railway .....	22.82
Cornwall & Lebanon Railroad .....	22.00
Cumberland Valley Railroad .....	162.10
Dayton, Lebanon & Cincinnati Railroad.....	25.00
Denver, Laramie & Northwestern Railway.....	55.82
Denver, Northwestern & Pacific Railway.....	214.13
East Broad Top Railroad & Coal Company.....	41.40
Eastern Kentucky Railway .....	36.30
Grafton & Upton Railroad .....	19.12
Great Western Railway .....	51.54
Huntingdon & Broad Top Mountain Railroad.....	49.30
Interstate Railroad .....	9.10
Iowa Central Railway .....	557.70
Kanawha & West Virginia Railroad Company.....	34.00
Kishacoquillas Valley Railroad .....	9.60
Lancaster, Oxford & Southern Railroad.....	28.00
Lewisburg & Ronceverte Electric Railway.....	6.00
Lexington & Eastern Railway .....	199.00

Ligonier Valley Railroad .....	10.50
Little Kanawha Railroad .....	39.44
Long Island Railroad .....	347.40
Louisville, Henderson & St. Louis Railway.....	235.00
Louisville & Nashville Railroad .....	1,896.53
Louisville & Atlantic .....	95.60
Frankfort & Cincinnati .....	40.80
Glasgow Railroad .....	10.90
Manistee & Grand Rapids Railroad.....	61.00
Maryland & Pennsylvania Railroad.....	77.10
Maryland, Delaware & Virginia Railway.....	78.01
Minneapolis & St. Louis Railroad.....	1,024.43
Missouri & Illinois Bridge & Belt Railroad .....	8.00
Monongahela Railroad .....	50.60
Muscatine, North & South Railway .....	53.90
Narragansett Pier Railroad .....	8.00
Nelson & Albemarle Railway .....	6.10
Newpark & Pawn Grove.....	9.70
Newport & Shermans Valley Railroad.....	29.00
New York, Ontario & Western Railway.....	544.80
New York, New Haven & Hartford Railroad.....	2,003.17
New York, Philadelphia & Norfolk Railroad.....	119.30
Northern Central Railway .....	453.90
Ohio & Kentucky Railway.....	36.02
Ohio River & Western Railway.....	111.75
Pennsylvania Lines—East:	
Pennsylvania Railroad .....	3,499.90
Pennsylvania Company (Erie & Pittsburgh).....	161.30
Pennsylvania Lines—West:	
Pennsylvania Company .....	1,204.54
P. C. C. & St. Louis.....	1,356.06
Grand Rapids & Indiana.....	565.96
Vandalia Railroad .....	876.20
Cincinnati & Muskingum Valley.....	148.76
Cincinnati, Lebanon & Northern .....	43.60
Cleveland, Akron & Columbus .....	177.80
Waynesburg & Washington .....	28.15
Pennsylvania Southern Railroad .....	63.80
Peoria & Pekin Union Railway .....	13.30
Philadelphia, Baltimore & Washington Railroad.....	700.31
Piney River & Paint Creek.....	6.72
Pittsburgh, Lisbon & Western Railroad.....	25.00
Pittsburgh, Shawmut & Northern Railroad.....	12.00
Pittsburgh, Westmoreland & Somerset Railroad.....	25.06
Potato Creek Railroad .....	15.33
Quincy, Omaha & Kansas City Railroad.....	250.00
Iowa & St. Louis .....	52.04
Richmond, Fredericksburg & Potomac Railroad.....	116.00
Rockport, Langdon & Northern Railway.....	6.25
St. Joseph Valley Railway .....	57.70
Sewell Valley Railroad .....	21.00
Sharpsville Railroad .....	17.00
South Manchester Railroad .....	2.00
Stewartstown Railroad .....	7.00
Susquehanna & New York Railroad.....	58.30
Susquehanna River & Western Railroad.....	13.40
Susquehanna, Blomberg & Berwick Railroad.....	39.20
Tabor & Northern Railway.....	11.00
Tionesta Valley .....	34.00
Toledo, Peoria & Western Railway.....	239.00
Tuckerton Railroad .....	29.00
Tuscarora Valley Railroad .....	27.00
Union Transportation Company .....	25.40
Virginia Air Line .....	30.00
Virginian Railway .....	469.83
Washington, Potomac & Chesapeake Railroad.....	20.70
West Jersey & Seashore Railroad.....	235.00
White Oak Railroad.....	2.40
Winfield Railroad .....	9.16
Worthville Railroad .....	10.30
Total, steam roads .....	33,128.86

(Page 13.)

## MILEAGE COVERED.

## Electric Lines.

Name of Line.	Miles.
Conway Street Electric Railway (Massachusetts).....	5.00
Chicago, Aurora & DeKalb Railway (Illinois).....	27.85
Detroit, Monroe & Toledo Short Line Railway (Mich.).....	57.26
Indianapolis & Cincinnati Traction Company (Ind.).....	111.00
Lackawanna & Wyoming Valley Railroad (Pennsylvania).....	19.00
Lehigh Valley Transit Company (Pennsylvania).....	136.30
Milford & Uxbridge Street Railway (Massachusetts).....	5.00
New York, Westchester & Boston Railway Company (New York).....	19.56
Newpaltz, Highlands & Poughkeepsie (New York).....	4.00
Northwestern Pennsylvania Railway Company (Pennsylvania).....	14.50
Norwich & Westerly Traction Company (Rhode Island).....	6.00
Oregon Interurban (Missouri) .....	4.60
Parkersburg, Marietta & Interurban (Ohio & West Virginia).....	23.46
Philadelphia & Western Railroad (Pennsylvania).....	13.50
Rhode Island Suburban Railroad (Rhode Island).....	16.00
Shelby County Railway (Missouri).....	8.50
Southern Iowa Traction Company (Iowa).....	24.40
West Jersey & Seashore Railroad .....	94.50
Wheeling Traction Company (West Virginia).....	11.00
<b>Total electric lines.....</b>	<b>601.43</b>

## Steamboat Lines.

Baltimore, Chesapeake & Atlantic Railway Boat.....	44.00
Baltimore, Chesapeake & Atlantic Steamer Lines.....	900.00
Baltimore Steam Packet Company.....	180.00
Chesapeake & Ohio Railroad Boat.....	10.00
Cleveland & Buffalo Transit Company.....	357.00
Detroit & Cleveland Navigation Company.....	533.00
Goodrich Transit Company .....	85.00
Island Transportation Company .....	8.00
Maryland, Delaware & Virginia Railway Boat.....	27.00
Maryland, Delaware & Virginia Steamer Lines.....	948.00
New Bedford, Marthas Vineyard & Nantucket Steamboat Company....	53.00
New England Navigation Company .....	666.00
New London, Block Island.....	29.00
Newport, Block Island .....	27.00
New York, New Haven & Hartford Railroad Boat, Harlem River to Jersey City .....	13.00
New York, Philadelphia & Norfolk Railroad Boat.....	36.00
Old Dominion Steamship Company .....	164.00
Philadelphia, Baltimore & Washington Railroad Boat.....	7.00
Tolchester Beach Improvement Company.....	116.00
Virginia Navigation Company .....	120.00
<b>Total steamboat lines .....</b>	<b>4,328.00</b>

## Stage and Wagon Lines.

Name of Lines.	Miles.
<b>E. T. Curtis:</b>	
Eminence to Newcastle, Ky.....	4.00
Lyons to Clinton, Iowa.....	3.00
<b>Griffith Bros.:</b>	
Preston and Owingsville, Ky.....	5.00
Sanders, Ghent and Vebay.....	11.00
<b>P. O. Minor and Ben G. Perry:</b>	
Sparta & Owenton .....	4.00
<b>Total, stage and wagon lines.....</b>	<b>27.00</b>

## RECAPITULATION.

Steam roads .....	33,128.86
Electric lines .....	601.43
Steamboat lines .....	4,328.00
Stage and wagon lines.....	27.00
<b>Total mileage June 30, 1913.....</b>	<b>38,085.29</b>

(Page 15.)

## MILEAGE BY STATES AND TERRITORIES.

State or Territory.	Steam Road Mileage.	Electric Line Mileage.	Steamboat Line Mileage.	Stage Line Mileage.	Total Mileage.
Colorado .....	1,551.97	.....	.....	.....	1,551.97
Connecticut .....	955.51	.....	.....	.....	955.51
Delaware .....	248.65	.....	.....	.....	248.65
District of Columbia.....	5.51	.....	.....	.....	5.51
Georgia .....	225.30	.....	.....	.....	225.30
Illinois .....	2,671.39	27.85	.....	.....	2,699.24
Indiana .....	1,784.09	111.00	.....	.....	1,895.09
Iowa .....	2,324.21	24.40	.....	8.00	2,351.61
Kansas .....	259.32	.....	.....	.....	259.32
Kentucky .....	2,145.86	.....	.....	24.00	2,169.86
Massachusetts .....	905.01	10.00	53.00	.....	968.01
Maryland .....	698.24	.....	160.00	.....	858.24
Michigan .....	515.11	51.31	8.00	.....	574.42
Minnesota .....	440.79	.....	.....	.....	440.79
Missouri .....	1,391.29	13.10	.....	.....	1,404.39
Montana .....	298.90	.....	.....	.....	298.90
Nebraska .....	2,872.69	.....	.....	.....	2,872.69
New Jersey .....	713.20	94.50	.....	.....	807.70
New Mexico .....	84.40	.....	.....	.....	84.40
New York .....	1,416.67	23.56	.....	.....	1,440.23
North Carolina .....	6.60	.....	.....	.....	6.60
Ohio .....	2,154.13	16.21	.....	.....	2,170.34
Pennsylvania .....	4,338.79	183.30	.....	.....	4,522.09
Rhode Island .....	169.00	22.00	27.00	.....	218.00
South Dakota .....	549.96	.....	.....	.....	549.96
Tennessee .....	349.31	.....	.....	.....	349.31
Texas .....	708.80	.....	.....	.....	708.80
Virginia .....	1,338.36	.....	337.00	.....	1,675.36
West Virginia .....	1,136.51	24.20	.....	.....	1,160.71
Wisconsin .....	223.02	.....	.....	.....	223.02
Wyoming .....	646.27	.....	.....	.....	646.27
Not assignable to states.....	.....	.....	3,743.00	.....	3,743.00
Total .....	33,128.86	601.43	4,328.00	27.00	38,085.29

(Page 17.)

## MILEAGE NOT ASSIGNABLE TO STATES OR TERRITORIES.

Name of Line.	Miles.
Baltimore, Chesapeake & Atlantic Steamer Lines.....	900.00
Baltimore Steam Packet Company .....	180.00
Cleveland & Buffalo Transit Company .....	357.00
Detroit & Cleveland Navigation Company .....	538.00
Goodrich Transit Company .....	85.00
Maryland, Delaware & Virginia Railway Boat .....	27.00
Maryland, Delaware & Virginia Steamer Lines.....	948.00
New England Navigation Company .....	666.00
New London, Conn., and Block Island, R. I. ....	29.00
New York, New Haven & Hartford Boat (Harlem River, N. Y., and Jersey City) .....	13.00
Total mileage not assignable to states and territories.....	3,743.00

## MILEAGE COVERED IN OUTSIDE OPERATIONS.

Ocean-going mileage .....	12,662.00
Mileage in foreign countries .....	430.00

(Page 18.)

## EXPLANATORY REMARKS.

The 100,000 shares entered on opposite page as issued for real property and equipment were issued in 1866 to members of the Association to represent each member's pro rata share of the then existing assets of the respondent. These assets consisted of real property, equipment, bonds, stocks, other securities and cash in bank.

## CAPITAL STOCK.

(Page 19.)

KIND	Number of Shares Authorized	Par Value of One Share	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value Held by Respon- dent		Dividends Declared	
					In Treasury		Rate	Amount
Capital Stock: Common.....	120,000	No Par value	120,000 shares	120,000 shares	19,160 shares	100,840 shares	\$12.00 per share	\$1,210,080.00
Total.....	120,000		120,000 shares	120,000 shares	19,160 shares	100,840 shares	\$12.00	\$1,210,080.00

  

PURPOSE OF THE ISSUE		REMARKS	
Total.....		Total Number of Shares Outstanding	
Issued for Real Property and Equipment; common.....		100,000	
Issued for Stock Dividend, common .....		20,000	
Total.....		120,000	

(Page 20.)

## EXPLANATORY REMARKS.

The interest on the Collateral Trust bonds is not paid by respondent, but by the trustees out of the income of the securities which were transferred to them by trust deeds.

(Page 21.)

## FUNDED DEBT

DESIGNATION OF BOND OR OBLIGATION	TERM		Total Par Value Authorized	Total Par Value Outstanding	TOTAL PAR VALUE HELD BY RESPON- DENT		Total Par Value Not Held by Respondent	INTEREST			
	Date of Issue	Date of Ma- turity			In Treasury	Pledged as Collateral		Rate	When Pay- able	Amount Accrued During the Year	Amount Paid During the Year
Collateral trust bonds.....	March 1898 June 1907	March 1948 June 1947	12,000,000 24,000,000 \$36,000,000	\$12,000,000 24,000,000 \$36,000,000	\$2,500 18,200 \$20,700	\$3,612,500 12,507,900 \$6,120,400	\$8,385,000 11,473,900 \$19,858,900	4 % 4 % .....	March Sept. June Dec. .....	\$336,390.42 465,188.35 \$801,578.75	\$336,460.00 466,370.00 \$802,830.00
Total .....	.....	.....									



(Page 23.) RECAPITULATION OF FUNDED DEBT

KIND OF BOND OR OBLIGATION	Total Par Value Outstanding	TOTAL PAR VALUE HELD BY RESPONDENT		Total Par Value Not Held by Respondent	INTEREST	
		In Treasury	Pledged as Collateral		Amount Accrued During the Year	Amount Paid During the Year
Collateral Trust Bonds.....	\$36,000,000	\$20,700	\$16,120,400	\$19,859,900	\$801,578.75	\$802,830.00
Total.....	\$36,000,000	\$20,700	\$16,120,400	\$19,859,900	\$801,578.75	\$802,830.00
PURPOSE OF THE ISSUE						
Issued for distribution of assets to shareholders.....				Total Par Value Outstanding		
Total.....				\$36,000,000		
				\$36,000,000		

(Page 24.)

EXPLANATORY REMARKS.

The securities deposited with the trustees of the collateral trust bonds are not "mortgaged," but were transferred outright to the trustees of said collateral trust bonds. The respondent has no equity of redemption.

(Page 25.)

## SECURITIES FOR FUNDED DEBT.

Securities deposited with The Guaranty Trust Company, Trustee, of The Adams Express Company collateral trust distribution gold bonds of 1947, as of June 30, 1913.

## Bonds.

Par Value.	
\$12,507,900.00	Adams Express Company collateral trust distribution 4s, 1947.
400,000.00	Atchison, Topeka & Santa Fe Short Line first mortgage 4s, 1958.
15,000.00	Chesapeake & Ohio Railway Co., on its Craig Valley branch, first mortgage 5s, 1940.
200,000.00	Chicago & Eastern Illinois refunding and improvement 4s, 1955.
328,000.00	Chicago, Milwaukee & St. Paul, 25-year 4 per cent bonds, 1934.
200,000.00	Chicago, Rock Island & Pacific, refunding 4s, 1934.
250,000.00	Chicago Great Western, first 4s, 1959.
300,000.00	Chicago & Western Indiana, first consolidated 4s, 1952.
10,000.00	Cincinnati, Richmond & Ft. Wayne Railroad Co., first mortgage guaranty 7s, 1921.
100,000.00	The Consolidated Railway Co., 4 per cent coupon debentures, 1954.
100,000.00	Georgia Railroad & Banking Co., first 4s, 1947.
214,000.00	Interborough Metropolitan Co., collateral trust 4½s, 1956.
107,000.00	Lake Shore & Michigan Southern, debenture 4s, 1931.
325,000.00	Louisville & Nashville (Atlanta, Knoxville & Cincinnati), 4s, 1955.
200,000.00	Michigan Central, debenture 4s, 1929.
230,000.00	Missouri, Kansas & Texas, refunding 4s, 2004.
200,000.00	Mississippi Central Railroad, first mortgage 5s, 1949.
300,000.00	New York, Chicago & St. Louis, debenture 4s, 1931.
150,000.00	New York Central & Hudson River Railroad, debenture 4s, 1934.
300,000.00	Norfolk & Western Division, first lien and general mortgage 4s, 1944.
50,000.00	Oregon Short Line, refunding 4s, 1929.
3,000.00	The South Bound Railroad Co., State of Georgia and South Carolina, first mortgage 5s, 1941.
31,000.00	Southern Railway Co., East Tennessee, reorganization 5s, 1938.
45,000.00	Southern Railway Co., first consolidated mortgage 5s, 1994.
6,000.00	The St. Paul, Minneapolis & Manitoba Railway Co., consolidated mortgage 6s, 1933.
523,000.00	Southern Railway Co., development and general 4s, 1956, series "A."
100,000.00	Virginia Southwestern, first consolidated 5s, 1958.
150,000.00	Wisconsin, Minnesota & Pacific, first 4s, 1950.
<b>\$17,364,900.00</b>	

## Stocks.

Par Value.	
\$1,300,000.00	Adams Land & Building Co.
212,500.00	The American Exchange National Bank, New York.
100,000.00	American Express Co.
50,000.00	American Smelting & Refining Co., common.
118,100.00	American Woolen Co., preferred.
140,300.00	The Baltimore & Ohio Railroad Co., common.
20,000.00	The Bank of America, New York.
60,000.00	Boston & Albany Railroad Co.
325,000.00	The Chicago, Milwaukee & St. Paul Railway Co., preferred.
200,100.00	The Chicago, Milwaukee & St. Paul Railway Co., common.
10,000.00	The Citizens Central National Bank of New York.
10,000.00	Commercial Trust Co., Philadelphia, Pa.
100,000.00	Delaware & Hudson Co.
260,000.00	Erle Railroad Co., first preferred.
49,400.00	The First National Bank of the City of New York.
50,000.00	Fourth National Bank of the City of New York.
40,000.00	The Franklin National Bank of Philadelphia, Pa.
10,000.00	The Gold & Stock Telegraph Co.
40,200.00	The Hanover National Bank of the City of New York.
10,000.00	Importers & Traders National Bank of New York.
18,900.00	International Ocean Telegraph Co.
191,000.00	The Iowa Central Railway Co., common.
200,000.00	The Mackay Companies, preferred.
29,500.00	The Mackay Companies, common.
5,450.00	Bank of Manhattan Co. of the City of New York, \$50.00 par.
20,000.00	Manufacturers & Traders National Bank of Buffalo.
5,000.00	Mechanics & Metals National Bank of New York.
22,400.00	The Mercantile National Bank of the City of New York.
32,500.00	The Merchants National Bank of the City of New York, \$50.00 par.
100,000.00	The Minneapolis & St. Louis Railroad Co., preferred.
10,000.00	National Bank of Commerce, Louisville, Ky.
17,500.00	National Bank of Commerce, New York.
273,000.00	New York, New Haven & Hartford Railroad.
650,000.00	Southern Express Co.
100,000.00	Southern Railway Co., preferred.

40,000.00	Union Pacific Railroad Co., common.
400,000.00	United States Steel Corporation, preferred.
<b>\$5,221,150.00</b>	

## Note.

\$700,000.00 Six per cent note of the Adams Land & Building Co.

## SUMMARY.

Bonds .....	\$17,364,900.00
Stocks .....	5,221,150.00
Note .....	700,000.00
<b>Grand total .....</b>	<b>\$23,286,050.00</b>

Securities deposited with Bankers Trust Company, Trustee, of The Adams Express Company collateral trust 4s of 1948, as of June 30, 1913:

## Bonds.

Par Value.	
\$3,612,500.00	Adams Express Co., collateral trust 4s, 1948.
84,000.00	Alabama Great Southern Railroad Co., first 5s, 1927.
265,000.00	Atlantic City Railroad Co., first consolidated 4s, 1951.
44,000.00	Atchison, Topeka & Santa Fe Railway, 10-year convertible 5s, 1917.
200,000.00	Atchison, Topeka & Santa Fe Railway, transcontinental short line, first 4s, 1958.
200,000.00	Atlantic Coast Line, L. and N. collateral trust 4s, 1952.
200,000.00	Baltimore & Ohio Railroad, Pittsburgh, Lake Erie and West Virginia refunding 4s, 1941.
741,000.00	Big Sandy Railway, first 4s (C. & O.), 1944.
130,000.00	Birmingham Terminal Co., first 50-year 4s, 1957.
15,000.00	Boonville Railroad Bridge, first 4s, 1951 (M. K. T. System).
10,000.00	Brooklyn Union Elevated, 4/5, first 5s, 1950.
250,000.00	Chesapeake & Ohio Railway, general 4 1/2s, 1992.
100,000.00	Chesapeake & Ohio Railway, 4 per cent equipment gold notes, series J, August, 1914-15.
25,000.00	Chesapeake, Virginia & West Virginia, first term. 6s, 1922.
31,000.00	Chesapeake, Craig Valley, first 5s, 1940.
100,000.00	Chicago & Eastern Illinois Railroad, refunding and improvement 4s, 1956.
100,000.00	Chicago, Rock Island & Pacific Railway, first and refunding 4s, 1934.
100,000.00	Chicago & Western Indiana, consolidated 4s, 1952.
40,000.00	Cincinnati, Richmond & Fort Wayne, first 7s, 1921.
100,000.00	Cleveland Terminal & Valley Itailroad, first 4s, 1995 (B. & O.).
375,000.00	Erie Railroad, general lien 4s, 1996.
90,000.00	Erie Railroad, prior lien 4s, 1996.
100,000.00	Erie Railroad, consolidated 7s, 1920.
100,000.00	Erie Railroad, Pennsylvania, collateral 4s, 1951.
100,000.00	Hocking Valley, first consolidated 4 1/2s, 1999.
100,000.00	Iowa Central, first and refunding 4s, 1951.
1,352,000.00	Lake Shore & Michigan Southern Railway, 25-year 4s, 1931.
100,000.00	Long Island (North Shore branch), first consolidated 5s, 1932.
25,000.00	Louisville & Jefferson Bridge, first 4s, 1945.
100,000.00	Louisville & Nashville Railroad, unifying 4s, 1940.
200,000.00	Louisville & Nashville Railroad, So. 4s, 1952.
120,000.00	Michigan Central Railroad, 20-year debenture 4s, 1929.
150,000.00	Minneapolis & St. Louis, first refunding 4s, 1949.
30,000.00	Minneapolis & St. Louis, Pacific extension 6s, 1921.
100,000.00	Mutual Terminal Co. of Buffalo, first 20-year sinking fund 4s, 1924.
100,000.00	New York Bay extension, first 5s, 1943.
300,000.00	New York, Chicago & St. Louis Railroad, 25-year debenture 4s, 1931.
100,000.00	New York, Susquehanna & Western, first refunding 5s, 1937.
615,000.00	New Orleans Terminal, first 4s, 1953, series "A."
100,000.00	Norfolk & Western Railway, division first lien and general 4s, 1944.
200,000.00	Norfolk & Western Railway, first consolidated 4s, 1996.
150,000.00	Norfolk & Western Railway, convertible 10-25-year 4s, 1932.
100,000.00	Northern Pacific, St. Paul & Duluth division, 4s, 1996.
200,000.00	Philadelphia, Baltimore & Washington, first 4s, 1943.
100,000.00	Providence Securities Co., 50-year debenture 4s, 1957.
500,000.00	Reading-Jersey Central, collateral 4s, 1951.
100,000.00	Rio Grande Western Railway, first consolidated 4s, 1949, subseries "A."
200,000.00	St. Louis Bridge Co., first 7s, 1929.
98,000.00	Southern Railway, East Tennessee reorganization lien 5s, 1938.
25,000.00	Southern Railway, St. Louis division first 4s, 1951.

5,000.00	Southern Railway, first consolidated 5s, 1994.
100,000.00	Terminal Association of St. Louis, general refunding 4s, 1953.
50,000.00	Toledo & Ohio Central Railway, general 5s, 1935.
130,000.00	Union Depot at Columbus, general mortgage 4½s, 1946.
13,000.00	Union Depot Co. of City of Columbus, 50-year sinking fund 7s, 1923.
200,000.00	Washington Terminal, first 3½s, 1945.
115,000.00	Western New York & Pennsylvania, general 4s, 1943.
100,000.00	Wheeling & Lake Erie Railroad, first consolidated 4s, 1949.
<u>\$13,020,500.00</u>	

## MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY.

Description of Property.	Revenue or Income.	Expenses.	Taxes.	Net Income or Loss.	Book Value.
St. Nicholas apartment house, 334 W. 124th St., New York City...	\$4,144.00	\$1,953.74	\$670.06	\$1,520.20	\$47,000.00
Colorado mining property 189-195 1st St., Jersey City, N. J. ....	.....	.....	19.64	19.64	7,918.63
172 York St., Jersey City, N. J. ....	1,140.00	11.35	282.00	846.65	18,500.00
69 Greenwich St., New York City ....	2,771.05	.....	513.63	2,257.42	46,183.00
Cottage, Atlantic City, N. J. ....	.....	.....	.....	.....	80,285.15
	187.00	80.44	55.59	50.97	2,500.00
Total .....	<u>\$8,242.05</u>	<u>\$2,045.53</u>	<u>\$1,540.92</u>	<u>\$4,655.60</u>	<u>\$202,386.78</u>

(Page 26.)

Formal depreciation accounts have been established for the following:  
Buildings on ground not owned by the company; horses, automobiles, double  
wagons, single wagons, sleighs, office safes, four-wheel trucks, car safes, mes-  
senger safes.

## COST OF REAL PROPERTY AND EQUIPMENT

(Page 27.)

ACCOUNT	EXPENDITURES FOR REAL PROPERTY AND EQUIPMENT DURING THE YEAR					Total Cost to June 30, 1912	Total Cost to June 30, 1913
	From Cash or Other Working Assets		Credits for Property Retired	Total			
	Directly Charged	Temporarily Charged					
Real Property and Equipment:							
I Real estate, buildings.....							
II And fixtures.....							
III Equipment:							
Office.....	\$49,731.46		\$106,255.63	\$56,524.17	\$3,271,730.86		\$3,215,205.69
Horses.....	45,049.30		10,680.17	34,369.13	688,209.95		732,579.08
Vehicles.....	253,769.00		158,351.77	95,417.23	1,150,611.32		1,565,638.52
Stable.....	755,992.61	\$3,011.14	50,618.32	704,974.29	218,383.52		212,961.43
Transportation.....	8,751.77	1,214.43	17,185.00	5,422.09	131,256.13		137,271.66
Transportation.....	4,847.28		49.18	6,012.53			
Total.....	\$1,117,741.42	\$4,225.57	\$343,310.07	\$778,656.92	\$6,162,159.31		\$6,940,816.23

## RESERVE FOR ACCRUED DEPRECIATION—CR.

ACCOUNT	Amounts Charged During the Year			Net Balance for the Year	Total on June 30, 1912	Total on June 30, 1913
	Amounts Credited During the Year	Amounts Charged During the Year	Amounts During the Year			
(a) Buildings and fixtures.....						
(c) Other equipment:						
Office.....	\$20,913.75		\$111.21	\$20,802.54	\$57,842.18	\$88,644.72
Horses.....	43,588.11		18,914.31	24,673.80	145,117.55	169,791.35
Vehicles.....	248,540.44		158,321.27	87,818.67	109,294.16	193,152.83
Stable.....	403,641.00		20,518.32	353,936.25	185,278.51	458,324.59
Transportation.....	17,185.00	36,224.70	26,518.32	74,937.27	22,139.27	7,162.78
	457.28		12,801.00	12,343.72	19,508.50	7,162.78
Total.....	\$731,648.98	\$280,190.88		\$451,458.10	\$466,008.17	\$917,466.27

## ADJUSTMENT OF PROPERTY ACCOUNTS THROUGH ANNUAL INVENTORY

ACCOUNT	Inventory Value on June 30, 1912	Inventory Value on June 30, 1913	Increase	Amounts Directly Charged or Credited to Investment During Year	Adjustment of Operating Expenses
Other equipment:					
Office equipment.....	\$316,265.66	\$345,486.35	\$29,220.69	\$25,584.55	\$4,598.00
Stable equipment.....	196,344.25	212,961.43	16,617.18	8,751.77	8,234.14
Transportation equipment.....	55,438.00	69,654.25	14,216.25	250.00	17,185.00
Total.....	\$568,047.91	\$628,102.03	\$60,054.12	\$34,586.32	25,050.41
					13,966.25
					\$25,467.80

(Page 28.)

## EXPLANATORY REMARKS.

The operating revenues, express privileges and operating expenses of the New York & Boston Despatch Express Company are included in the returns on page 29.

(Page 29.)

## INCOME ACCOUNT.

Operating Income:	
Express Operations:	
Gross receipts from operation—Page 33 .....	\$35,182,127.77
Express privileges—Dr.—Page 35....	18,444,344.98
Operating revenues—Page 33.....	\$16,737,782.79
Operating expenses—Page 49.....	16,565,816.25
Net operating revenue.....	\$171,966.54
Outside Operations—Page 51:	
Revenues .....	\$118,935.47
Expenses .....	184,157.19
Net deficit from outside operations .....	65,221.72
Total net revenue.....	\$106,744.82
Taxes accrued—Page 53.....	196,617.59
Operating loss .....	\$89,872.77
Other Income:	
Dividends declared on stocks owned or controlled—Page 43.....	\$888,503.50
Interest accrued on funded debt owned or controlled—Page 43.....	1,022,330.97
Net income from miscellaneous investments—physical property—Page 25..	4,655.60
Miscellaneous income—Page 51.....	115,276.28
Total other income.....	2,030,766.35
Gross corporate income.....	\$1,940,893.58
Deductions from Gross Corporate Income:	
Separately operated properties, net loss—Page 33.....	\$14,009.79
Interest accrued on funded debt—Page 23 .....	801,578.75
Other interest .....	60,266.37
Other deductions:	
Operation of Louisville & Nashville lines for account of Southern Express Co. ....	40,861.99
Joint facility rent deductions.....	2,288.37
Expenses not chargeable to operation .....	16,407.19
Total deductions from gross corporate income .....	935,412.46
Net corporate income.....	\$1,005,481.12
Disposition of Net Corporate Income:	
Dividends declared—Page 19:	
Three dollars per share declared on July 3, 1912, payable Sept. 3, 1912.	\$302,520.00
Three dollars per share declared on Nov. 14, 1912, payable Dec. 2, 1912.	302,520.00
Three dollars per share declared on Feb. 13, 1913, payable Mar. 1, 1913.	302,520.00
Three dollars per share declared on May 15, 1913, payable June 2, 1913.	302,520.00
	1,210,080.00
Balance for year carried forward to debit of profit and loss.....	\$204,598.88

(Page 31.)

## PROFIT AND LOSS ACCOUNT.

Debit.	
Balance for year brought forward from income account.....	\$204,598.88
Loss on purchase, sale and exchange of securities and real estate...	17,948.70
Adjustments of equipment and reserve.....	217,774.71
Balance credit, June 30, 1913, carried to general balance sheet—Page 57 .....	26,292,107.83
	\$26,732,430.12

## Credit.

Balance June 30, 1912.....	\$26,726,685.53
Surety bond account, excess premiums over losses.....	1,348.06
Sundry items and adjustments applying to prior fiscal years.....	4,396.54
	<u>\$26,732,430.12</u>

(Page 32.)

## EXPLANATORY REMARKS.

The interest of the respondent in the Hollywood Hotel & Cottage Company, The Adams Land & Building Company and the Adams Vehicle Company and the Adams Express Building Company, is represented by stock holdings as scheduled on pages 36 and 37, and the profits, if any, from their operations, are not receivable by the respondent except in the nature of dividends, which, when declared, are returnable on pages 36 and 37. For the year ending June 30th, 1913, no dividends were declared by these companies.

(Page 33.)

## OPERATING REVENUES.

Account.	Total Receipts.	Total Deductions.	Total Revenues.
I. Revenue from Transportation:			
1. Express revenue.....	\$35,052,615.48	\$359,182.18	\$34,693,433.30
2. Miscellaneous transportation revenue.....	132,696.62	.....	132,696.62
Total revenue from transportation.....	\$35,185,312.10	\$359,182.18	\$34,826,129.92
II. Revenue from Operations Other Than Transportation:			
5. Rents of buildings and other property.....	\$3,552.35	.....	\$3,552.35
6. Money orders, domestic.....	74,551.35	.....	74,551.35
7. Money orders, foreign.....	363.85	.....	363.85
9. Travelers' cheques, foreign.....	1,301.79	.....	1,301.79
10. C. O. D. checks.....	255,168.55	.....	255,168.55
13. Other revenue, financial department.....	1,109.29	.....	1,109.29
14. Miscellaneous revenue.....	19,950.67	.....	19,950.67
Total revenue from operations other than transportation.....	\$355,997.85	.....	\$355,997.85
Gross receipts from operation.....	\$35,541,309.03	\$359,182.18	\$35,182,127.77
Express privileges—Dr.—Page 36.....	18,444,344.98	.....	18,444,344.98
Total operating revenues..	\$17,096,964.97	\$359,182.18	\$16,737,782.79

## SEPARATELY OPERATED PROPERTIES.

Name of Property and Location.	Loss.
Manhattan Delivery Co., New York.....	\$13,407.18
Dodd & Childs Express Co., Jersey City, N. J. (see dividend, page 36). .....	.....
Net total.....	\$13,407.18

(Page 35.)

## AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES, YEAR ENDING JUNE 30, 1913.

Name of Carrier and Basis of Contract.	Amount.
Ashland & Western Railway, 15c per cwt.; \$10 per month for messenger.....	\$1,196.59
Baltimore, Chesapeake & Atlantic Railway, 52% of gross receipts...	29,809.58
Bellefonte Central Railroad, 40% gross receipts merchandise, 20% on B. and B.....	2,642.57
Big Stone Gap & Powell's Valley, \$25 per month.....	306.00
Boyer City, Gaylord & Alpena Railroad, 40% of gross receipts.....	1,302.10
Brooksville Railroad, 15c per cwt.....	757.87
Cambria & Indiana Railroad, 40% of gross receipts.....	532.07
Central New England Railway (payment included in New York, New Haven & Hartford Railroad).	
Chesapeake Beach Railway, through freight, 15c cwt.; local, 20c cwt.....	1,467.80
Chesapeake & Ohio Railway, 50% of gross receipts merchandise, 25% on B. and B.....	610,668.09



Chesapeake & Western Railway, through freight, 10c cwt.; local, 12½c cwt.	2,459.14
Chicago, Burlington & Quincy Railroad, 57½% of gross receipts; guarantee, \$1,050,000 per annum	2,470,968.81
Cincinnati, Flemingsburg & Southeastern Railroad, merchandise, 16c per cwt.; special, 7c per cwt.	814.44
Coal & Coke Railway, 45% of gross receipts	13,750.83
Coal River Railway, 45% of gross receipts on merchandise, 22½% of gross receipts on B. and B.	4,492.30
Colorado & Southern Lines:	
Colorado & Southern Railway, 57½% of gross receipts, \$155,000 per annum guarantee	154,422.78
Colorado Springs & C. C. District Railway (payment included in Colorado & Southern Railway)	
Fort Worth & Denver City Railway, 57½% of gross receipts, guarantee \$97,000 per annum	98,987.56
Wichita Valley Railway, 57½% of gross receipts; guarantee, \$15,000 per annum	19,548.06
Columbus & Southern Railway, 40% of gross receipts	272.20
Cornwall & Lebanon Railroad, New York and Philadelphia freight, 10c cwt.; other freight, 20c cwt.	3,599.90
Cumberland Valley Railroad, 56% of gross receipts	74,361.48
Dayton, Lebanon & Cincinnati Railroad, 45% of gross receipts	1,617.49
Denver, Laramie & Northwestern Railway, 50% of gross receipts	4,279.20
Denver, Northwestern & Pacific Railway, 50% of gross receipts	14,540.43
East Broad Top Railroad & Coal Company, 20c per cwt.	2,466.83
Eastern Kentucky Railway, 40% of gross receipts	648.74
Grafton & Upton Railroad, 40% of gross receipts	1,607.56
Great Western Railway, 50% of gross receipts	406.55
Huntington & Broad Top Mountain Railroad, 42% of gross receipts on merchandise, 20% of gross receipts on B. and B.	5,309.76
Interstate Railroad, 15% of revenue on forwarded and received business	1,735.84
Iowa Central Railway, 50% of gross receipts; guarantee, \$20,000 per annum	48,513.21
Kanawha & West Virginia Railroad Co., 40% of gross receipts merchandise, 20% of gross receipts on B. and B.	940.38
Kishacoquillas Valley Railroad, 40% of gross receipts merchandise, 20% of gross receipts B. and B.	676.23
Lancaster, Oxford & Southern Railroad, through freight, 10c cwt.; local, 20c per cwt.	364.16
Lewisburg & Roncoveite Electric Railway, 40% of gross receipts	1,002.38
Lexington & Eastern Railway, 10c per ton mile	11,294.18
Ligonier Valley Railroad, 40% of gross receipts	1,893.12
Little Kanawha Railroad, 45% of gross receipts	771.20
Long Island Railroad, 50% of gross receipts	70,597.72
Louisville, Henderson & St. Louis Railway, 40% of gross receipts	31,039.91
Louisville & Nashville Railroad, 47½% of gross receipts	781,427.43
Louisville & Atlantic (included in payment to Louisville & Nashville).	
Frankfort & Cincinnati, 50% of gross receipts	1,110.73
Glasgow Railroad, 7c per cwt.	1,050.16
Manistee & Grand Rapids Railroad, 40% of gross receipts	441.86
Maryland & Pennsylvania Railroad, 42½% of gross receipts on merchandise, 20% of gross receipts on B. and B.	9,420.94
Maryland, Delaware & Virginia Railway, 52% of gross receipts	10,031.06
Minneapolis & St. Louis Railroad, 50% of gross receipts; guarantee, \$56,400 per annum	125,099.00
Missouri & Illinois Bridge & Belt Railroad, 10c per cwt.	92.80
Monongahela Railroad, 50% of gross receipts	9,547.59
Muscatine, North & South Railway, 40% of gross receipts	2,195.58
Narragansett Pier Railroad, 40% of gross receipts	4,761.90
Nelson & Albemarle Railway, 40% of gross receipts on merchandise, 20c of gross receipts on B. and B.	217.84
Newpark & Fawn Grove, 9c per cwt.	249.47
Newport & Sherman's Valley Railroad, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.	1,671.93
New York, Ontario & Western Railway, 45% of gross receipts on merchandise, 20% of gross receipts on B. and B.	174,427.15
New York, New Haven & Hartford Railroad, 45% of gross receipts	2,882,103.10
New York, Philadelphia & Norfolk Railroad, 50% of gross receipts	115,039.58
Northern Central Railway, 56% of gross receipts	375,569.96
Ohio & Kentucky Railway, 10c per ton mile; \$15 per month for messenger	615.20
Ohio River & Western Railway (absorbed by P. C. C. & St. L. and payment included).	
Pennsylvania Lines, East:	
Pennsylvania Railroad, 56% of gross receipts	4,838,194.64
Pennsylvania Co. (Erie & Pittsburgh), 56% of gross receipts	31,113.55
Pennsylvania Lines, West:	
Pennsylvania Co., 56% of gross receipts	1,465,079.63
P. C. C. & St. Louis, 56% of gross receipts	1,477,973.67
Grand Rapids & Indiana, 56% of gross receipts	149,794.56

Vandalla Railroad, 56% of gross receipts.....	249,366.60
Cincinnati & Muskingum Valley, 56% of gross receipts.....	27,798.08
Cincinnati, Lebanon & Northern, 56% of gross receipts.....	9,218.32
Cleveland, Akron & Columbus, 56% of gross receipts.....	93,923.23
Waynesburg & Washington, 56% of gross receipts.....	6,387.50
Pennsylvania Southern Railroad, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	2,086.88
Peoria & Pekin Union, 16½¢ per cwt.....	718.68
Philadelphia, Baltimore & Washington, 56% of gross receipts.....	1,128,484.43
Piney River & Paint Creek, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	1,617.60
Pittsburgh, Lisbon & Western Railroad, 15¢ per cwt.....	1,680.32
Pittsburgh, Shawmut & Northern Railroad, 40% of gross receipts.....	209.74
Pittsburgh, Westmoreland & Somerset Railroad, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	479.02
Potato Creek Railroad, 45% of gross receipts.....	906.90
Quincy, Omaha & Kansas City Railroad, 57½% of gross receipts.....	26,704.34
Iowa & St. Louis (Included in payment of Quincy, Omaha & Kansas City Railroad).	
Richmond, Fredricksburg & Potomac Railroad, 52½% of gross receipts.....	306,498.04
Rockport, Langdon & Northern Railway, 15¢ per cwt.....	670.44
St. Joseph Valley Railway, 50% of gross receipts.....	2,077.41
Sewell Valley Railroad, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	646.28
Sharpsville Railroad, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	460.87
South Manchester Railroad, \$10 per month.....	120.00
Stewartstown Railroad, 9¢ per cwt.....	534.28
Susquehanna & New York Railroad, 40% of gross receipts on merchandise, 20% gross receipts on B. and B.....	1,107.25
Susquehanna River & Western Railroad, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	403.99
Susquehanna, Bloomsburg & Berwick Railroad, through freight, 15¢ cwt.; local, 25¢ cwt.....	855.05
Tabor & Northern Railway, 15¢ per cwt.....	533.69
Tionesta Valley, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	363.78
Toledo, Peoria & Western Railway, 48% of gross receipts; guarantee, \$18,000 per annum.....	26,447.63
Tuckerton Railroad, 33½% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	2,816.22
Tuscarora Valley Railroad, 20¢ per cwt.....	707.88
Union Transportation Co., 40% of gross receipts.....	985.35
Virginia Air Lines, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	574.25
Virginian Railway, 50% of gross receipts.....	43,755.83
Washington, Potomac & Chesapeake Railroad, 40% of gross receipts.....	1,117.60
West Jersey & Seashore Railroad, 56% of gross receipts, through business.....	57,761.67
West Jersey & Seashore Railroad, 50% of gross receipts, local business.....	92,644.15
White Oak Railroad, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	861.50
Winfield Railroad, 40% of gross receipts.....	259.04
Worthville Railroad, 20¢ per cwt; special, 15¢ per cwt.....	710.65

## Lines Abandoned During Year:

Manahawkin & Long Beach Railroad, 56% of gross receipts.....	482.80
White Oak Railroad, 40% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	750.95
Total steam roads .....	\$18,243,016.61

## Electric Lines.

Name of Carrier and Basis of Contract.	Amount.
Conway Street Electric Railway, 5¢ per piece.....	\$310.40
Chicago, Aurora & De Kalb Railway, 25¢ per cwt.; \$10 per month for messenger .....	891.21
Detroit, Monroe & Toledo S. L. Railway, 25¢ per cwt. and 10% of valuation charge, 10¢ per \$1,000 currency.....	36,839.52
Indianapolis & Cincinnati Traction Co., 50% of gross receipts.....	2,775.92
Lackawanna & Wyoming Valley Railroad, 15¢ per cwt. to August 1, 1912; balance, 18¢ per cwt.....	7,995.32
Lehigh Valley Transit Co., 50% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	8,657.46
Milford & Uxbridge Street Railway, \$2.75 per day, two special trips, balance included in Grafton & Upton.....	5.50
New York, Westchester & Boston Railway Co., 45% of gross receipts.....	3,634.02
New Paltz, Highlands & Poughkeepsie, 30% of gross receipts.....	231.00

THE ADAMS EXPRESS COMPANY, NEW YORK

687

Northwestern Pennsylvania Railway Co., 45% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	3,637.34
Norwich & Westerly Traction Co., 5c per piece.....	91.56
Oregon Interurban, 12c per cwt. and \$10 per month for messenger..	619.07
Parkersburg, Marietta & Interurban, 12c per cwt. to August 1, 1912; balance, 20c per cwt. ....	1,448.93
Philadelphia & Western Railroad, 50% of gross receipts on merchandise, 20% of gross receipts on B. and B.....	6,797.48
Rhode Island Suburban Railroad, 20c per cwt. local business, 15c per cwt. through business .....	1,708.25
Shelby County Railway, 15c per cwt. and \$5 per month for messenger .....	431.76
Southern Iowa Traction Co., 50% of gross receipts; guarantee, \$40 per month .....	493.68
West Jersey & Seashore Railroad, 56% of gross receipts, through business .....	20,659.96
West Jersey & Seashore Railroad, 50% of gross receipts, local business .....	43,361.79
Wheeling Traction Co., 15c per cwt.....	420.59
<b>Total electric lines .....</b>	<b>\$141,010.75</b>

Steamboat Lines.

Baltimore, Chesapeake & Atlantic Railway Boat (see rail lines).	
Baltimore, Chesapeake & Atlantic Steamer Lines, merchandise, 10c to 20c packages; public rates for money.....	\$4,783.39
Baltimore Steam Packet Co., 35% gross receipts on merchandise, 20% gross receipts on B. and B.....	5,722.35
Chesapeake & Ohio Railroad Boat (see rail lines).	
Cleveland & Buffalo Transit Co. (payment included in Detroit, Cleveland Navigation Co.) .....	
Detroit & Cleveland Navigation Co., 30c to 40c per cwt.....	4,128.34
Goodrich Transit Co., 25c cwt. Chicago to Milwaukee; 35c cwt. Chicago to Muskegon to March 1, 1913; balance, 25c per cwt. and \$15 per month for messenger.....	8,280.36
Island Transportation Co., freight rates.....	300.16
Maryland, Delaware & Virginia Railway Boat (see rail lines).	
Maryland, Delaware & Virginia Steamer Lines, merchandise, 15c to 25c per package; money, 50% local rates.....	5,566.24
New Bedford, Martha's Vineyard & Nantucket Steamboat Co., New Bedford and Nantucket, 20 per cwt.; Martha's Vineyard and New Bedford, 16c cwt. ....	6,531.66
New England Navigation Co. (included in payment to New York, New Haven & Hartford Railroad Co.) .....	
New London-Block Island (included in payment to New York, New Haven & Hartford Railroad Co.) .....	
Newport-Block Island (included in payment to New York, New Haven & Hartford Railroad Co.) .....	
New York, New Haven & Hartford Railroad Boat, Harlem River to Jersey City (included in payment to New York, New Haven & Hartford Railroad Co.) .....	
New York, Philadelphia & Norfolk Railroad Boat (see rail lines).	
Old Dominion Steamship Co., through freight, 15c cwt.; local, 22c and 23c; money, 40% gross receipts.....	433.68
Philadelphia, Baltimore & Washington Railroad Boat (see rail lines).	
Tolchester Beach Improvement Co., merchandise, 20c cwt.; various rates, fish, oysters, etc.....	356.08
Virginia Navigation Co., merchandise, 25c per cwt.....	183.48

Lines Abandoned During Year:

Watch Hill Steamboat Co., 10c per piece, June to September; 5c per piece, July and August .....	710.10
<b>Total steamboat lines .....</b>	<b>\$36,995.84</b>

Stage and Wagon Lines.

E. T. Curtis, Eminence to New Castle, Ky., \$20.83 per month.....	\$279.15
E. T. Curtis, Lyons to Clinton, Iowa, \$10 per month.....	200.00
Griffith Bros., Preston to Owingsville, \$35 per month.....	420.00
Griffith Bros., Sanders, Ghent and Vevay, merchandise, 20c cwt.; special, 15c cwt.; \$20 per month safe and ferrriage.....	650.15
P. O. Minor and Ben G. Perry, Sparta and Owenton, 35c per cwt....	534.08
<b>Total stage and wagon lines.....</b>	<b>\$2,083.38</b>

## Miscellaneous.

St. Louis (Mo.) Bridge Co., bridge toll.....	\$1,454.42
Atchison, Kans., bridge toll.....	300.00
Keokuk & Hamilton, bridge toll.....	491.48
St. Louis, Mo., bridge toll.....	18,458.53
Payments to various lines abandoned during year 1911-1912, adjustments .....	533.97
Total miscellaneous .....	<u>\$21,238.40</u>

## RECAPITULATION.

Steam roads .....	\$18,243,016.61
Electric lines .....	141,010.75
Steamboat lines .....	36,995.34
Stage and wagon lines.....	2,083.38
Miscellaneous, bridge toll, etc.....	21,238.40
Total .....	<u>\$18,444,344.98</u>

(Page 36.)

## EXPLANATORY REMARKS

In addition to the securities scheduled below, the respondent owns 1,000 shares of the New York & Boston Despatch Express Company, par value \$100,000.00 the value of which is represented on the books of the respondent in charges to "Real Property and Equipment."

## SECURITIES OWNED—MISCELLANEOUS STOCKS—NOT HELD IN SINKING OR OTHER FUNDS

Name of Corporation and Security	Pledged		Unpledged		Dividends Declared	
	Par Value	Book Value	Par Value	Book Value	Rate	Amount
Stocks of System Corporations:						
Express Companies—Active:						
Todd & Childs Express Company.....			\$10,000.00	\$10,000.00	\$20.00	\$2,000
Manhattan Delivery Company.....			50,000.00	10,000.00	See Note	
Total.....			\$60,000.00	\$20,000.00		2,000
Express Companies—Inactive:						
Morris European & American Express Company, Ltd....			\$1,000.00	\$1,000.00	See Note	
New England Express.....			125.00	.....	See Note	
Total.....			\$1,125.00	\$1,000.00	.....	.....
Other than express companies—Active:						
Adams Vehicle Company.....			\$500.00	\$500.00	No dividends declared	
Total.....			\$500.00	\$500.00	.....	.....
Grand total.....			\$61,625.00	\$21,500.00	None	2,

## (Page 37.) SECURITIES OWNED—MISCELLANEOUS STOCKS—NOT HELD IN SINKING OR OTHER FUNDS

Name of Corporation and Security	Pledged		Unpledged		Dividends Declared	
	Par Value	Book Value	Par Value	Book Value	Rate	Amount
Other Than Express Companies—Active:						
The Adams Express Building Company.....	\$1,300,000.00	\$1,300,000.00	\$500,000.00	.....	No Dividend	No Dividend
Adams Land Building Company.....	212,500.00	478,125.00	3,000.00	.....	No	21,250.00
American Exchange National Bank.....	50,000.00	57,500.00	.....	.....	10%	2,000.00
American Smelting & Refining Company—common.....	118,100.00	94,480.00	.....	.....	4%	8,267.00
American Woolen Company—preferred.....	140,300.00	126,270.00	.....	.....	7%	8,418.00
Baltimore & Ohio Railroad—common.....	20,000.00	100,000.00	.....	.....	6%	5,600.00
Bank of America.....	5,450.00	15,805.00	.....	.....	28%	5,870.50
Bank of Manhattan Company of the City of New York (\$50 par)	60,000.00	120,000.00	.....	.....	15%	5,250.00
Boston & Albany Railroad.....	325,000.00	457,500.00	.....	.....	81%	22,750.00
Chicago, Milwaukee & St. Paul Ry.—preferred.....	200,100.00	250,125.00	.....	.....	5%	10,005.00
Chicago, Milwaukee & St. Paul Ry.—common.....	10,000.00	14,000.00	.....	.....	71%	750.00
Citizens Central National Bank.....	10,000.00	35,000.00	.....	.....	16%	1,600.00
Commercial Trust Company, Philadelphia.....	100,000.00	165,000.00	.....	.....	9%	9,000.00
Delaware & Hudson Company.....	260,000.00	140,400.00	.....	.....	No Dividend	No Dividend
Erie Railroad Company—1st preferred.....	49,400.00	296,400.00	.....	.....	50%	24,700.00
First National Bank—First Security Company.....	50,000.00	87,500.00	.....	.....	8%	4,000.00
Fourth National Bank.....	40,000.00	110,000.00	.....	.....	16%	6,400.00
Franklin National Bank, Philadelphia.....	10,000.00	10,000.00	.....	.....	6%	600.00
Gold & Stock Telegraph Company.....	40,200.00	190,950.00	.....	.....	16%	6,432.00
Hanover National Bank.....	.....	100,000.00	.....	.....	No Dividend	No Dividend
Hollywood Hotel & Cottage Company.....	10,000.00	52,500.00	.....	.....	24%	2,400.00
Importers & Traders National Bank.....	18,900.00	18,900.00	.....	.....	6%	1,134.00
International Ocean Telegraph Company.....	191,000.00	28,650.00	.....	.....	No	No
Iowa Central Railway—common.....	200,000.00	130,000.00	.....	.....	4%	8,000.00
Mackay Companies—preferred.....	29,800.00	19,370.00	.....	.....	5%	1,490.00
Mackay Companies—common.....	20,000.00	50,000.00	.....	.....	24%	4,800.00
Manufacturers & Traders National Bank, Buffalo.....	5,000.00	11,250.00	.....	.....	12%	600.00
Mechanics & Metals National Bank.....	22,400.00	50,400.00	.....	.....	No	No
Mercantile National Bank.....	32,500.00	50,375.00	.....	.....	8%	2,600.00
Mercantile National Bank (\$50 par).....	100,000.00	75,000.00	.....	.....	No	No
Minneapolis & St. Louis R. R.—preferred.....	10,000.00	19,000.00	.....	.....	8%	800.00
National Bank of Commerce, New York.....	17,500.00	28,000.00	.....	.....	8%	1,400.00
National Bank of Commerce, New York.....	1,960,000.00	2,151,500.00	.....	.....	8%	117,600.00
Pennsylvania Railroad Company (\$50 par).....	100,000.00	55,000.00	.....	.....	5%	5,000.00
Southern Railway Company—preferred.....	40,000.00	52,000.00	.....	.....	10%	4,000.00
Union Pacific Railway—common.....	480,000.00	320,000.00	.....	.....	7%	28,000.00
United States Steel Corporation—preferred.....	275,000.00	275,000.00	.....	.....	71%	20,475.00
New York, New Haven & Hartford Railroad Company.....	.....	.....	.....	.....	.....	.....
Grand total.....	\$6,431,150.00	\$7,524,000.00	\$603,000.00	\$103,000.00	.....	\$836,158.50

## SECURITIES OWNED—MISCELLANEOUS STOCK—NOT HELD IN SINKING OR OTHER FUNDS

Name of Corporation and Security	Pledged		Unpledged		Dividends Declared	
	Par Value	Book Value	Par Value	Book Value	Rate	Amount
Miscellaneous Investments in Stocks:						
Express Companies—Active:						
American Express Company .....	\$100,000.00	\$200,000.00			12 %	\$12,000.00
Southern Express Company .....	650,000.00	975,000.00			8 %	52,000.00
Total .....	\$750,000.00	\$1,175,000.00				\$64,000.00
Other Than Express Companies—Active:						
Total—brought forward .....	6,431,150.00	7,524,000.00	\$603,000.00	\$103,000.00		336,138.50
Grand total .....	\$7,181,150.00	\$8,699,000.00	\$603,000.00	\$103,000.00		\$400,138.50

## (Page 39.) SECURITIES OWNED—FOUNDED DEBT—NOT HELD IN SINKING OR OTHER FUNDS

Name of Corporation and Security	Pledged		Unpledged		Interest Accrued	
	Par Value	Book Value	Par Value	Book Value	Rate	Amount
Other Than Express Companies—Active:						
The Adams Express Building Company, 1st mtge. 4½ % bonds due 1962.....	\$700,000.00	\$700,000.00			6 %	\$30,966.72
The Adams Express Building Company, 2nd mtge. 6 % income bonds due 1962.....	84,000.00	86,100.00		\$1,700	6 %	204,000.00
Adams Land & Building Company, note.....	44,000.00	44,880.00	3,400,000.00	1,756,046.03	5 %	4,200.00
Alabama Great Southern R. Co. 1st mtge. bonds of 1927.....					5 %	2,200.00
Atchison, Topeka & Santa Fe conv. gold bonds of 1917.....					5 %	24,000.00
Atchison, Topeka & Santa Fe Short Line 1st mtge. 50 year bonds 1938.....	600,000.00	588,250.00			4 %	10,600.00
Atlantic City Railroad 1st mtge. bonds of 1951.....	285,000.00	289,700.00			4 %	8,000.00
Atlantic Coast Line—Louisville & Nashville Coll. trust bonds, 1952.....	200,000.00	196,250.00			4 %	
Baltimore & Ohio R. R.—Pittsburgh, Lake Erie & West Virginia ref. mtge. bonds of 1941.....	200,000.00	201,400.00			4 %	8,000.00
Birmingham Terminal Co., 1st mtge. 50 yr. guar. bonds, 1957.....	150,000.00	132,375.00			4 %	6,000.00
Boonville Railroad Bridge 1st sinking fund guar. bonds of 1951.....	15,000.00	13,940.63			4 %	600.00
Brooklyn Union Elevated R. R. bonds of 1950.....	10,000.00	10,375.00			5 %	500.00
Chesapeake & Ohio Ry. Co., Big Sandy 1st mtge. bonds of 1944.....	741,000.00	689,610.00			4 %	29,840.00
Chesapeake & Ohio Ry. Co. equipment notes gold 1014-1915.....	100,000.00	82,000.00			4 %	4,000.00
Chesapeake & Ohio Ry. Co. genl mtge bonds of 1932.....	260,000.00	280,785.00			4½ %	11,700.00
Chesapeake & Ohio Ry. Co., Virginia and West Virginia Terminal 1st mtge. bonds of 1925.....	25,000.00	31,812.50			6 %	1,500.00
Chesapeake & Ohio Ry. Co. Craig Valley branch 1st mtge. bds. 1940.....	46,000.00	50,495.00			5 %	2,300.00
Chicago & Eastern Illinois R. Co. ref and imp. mtge. 50 yr. bonds 1938.....	300,000.00	287,875.00			4 %	12,000.00
Chicago, Milwaukee & St. Paul Ry. Co., 25 yr. 4 % bonds of 1931.....	328,000.00	287,880.00			4 %	13,120.00
Chicago, Rock Island & Pac. Ry. Co. 1st and ref. mtge. bonds, 1934.....	300,000.00	75,000.00			4 %	12,000.02
Chicago & Western Indiana R. Co. conv. mtge. 50 yr. bonds, 1932.....	400,000.00	382,750.00			4 %	16,000.00
Chicago Great Western R. R. 1st mtge. bonds of 1930.....	250,000.00	233,437.50			4 %	10,000.00
Cincinnati, R. & Ft. W. R. R. 1st mtge. bonds of 1921.....	50,000.00	51,500.00			4 %	2,500.00
Consolidated Ry. Genl. mtge. bonds, 1954.....	100,000.00	99,750.00			4 %	4,000.00
Cleveland Terminal & Valley R. R. 1st mtge. bonds of 1995.....	100,000.00	99,750.00			4 %	4,000.00
Erie Railroad, general lien bonds, 1906.....	375,000.00	284,836.00			4 %	15,000.00
Erie Railroad, general lien bonds, 1906.....	90,000.00	84,056.00			4 %	3,600.00
Erie Railroad, Pennsylvania collateral 50 yr. bonds of 1951.....	100,000.00	94,500.00			4 %	4,000.00
Erie Railroad, const. mtge. bonds, 1920.....	100,000.00	120,875.00			7 %	7,000.00
Georgian R. R. & Banking Co. ref. debenture 40 yr. bonds of 1947.....	100,000.00	84,375.00			4½ %	4,000.00
Hocking Valley Ry. 1st cons. mtge. bonds of 1909.....	100,000.00	104,000.00			4½ %	4,000.00
Iowa Central Railway 1st and ref. mtge. bonds of 1951.....	100,000.00	93,125.00			4½ %	4,000.00
Interborough-Metropolitan Co. coll. trust bonds of 1936.....	214,000.00	140,800.00			4½ %	9,630.00



## SECURITIES OWNED—FUNDED DEBT—NOT HELD IN SINKING OR OTHER FUNDS—Continued

Name of Corporation and Security	Pledged		Unpledged		Interest Accrued	
	Par Value	Book Value	Par Value	Book Value	Rate	Amount
Other Than Express Companies—Active—Continued:						
Lake Shore & Michigan Southern Ry. Co. 25 yr. bonds of 1931..	\$1,459,000.00	\$1,352,365.00			4%	\$58,350.00
Chamber of Commerce Building Fund.....			\$5,000.00	\$5,000.00	1%	50.00
Long Island Railroad—North Shore branch 1st cons. mtge. bonds of 1932.....	100,000.00	90,000.00			5%	5,000.00
Louisville & Nashville R. R. unified mtge. 50 yr. bonds of 1940.....	100,000.00	101,000.00			4%	4,000.00
Louisville & Nashville—Southern Ry. coll. joint mtge. 50 yr. bonds, 1952.....	200,000.00	195,000.00			4%	8,000.00
Louisville & Nashville—Atlanta, Knoxville & Cincinnati Div. mtge. bonds of 1955.....	325,000.00	307,082.50			4%	13,000.00
Louisville & Jeffersonville Bridge Co. 1st mtge. bonds of 1945.....	25,000.00	24,875.00			4%	1,000.00
Michigan Central R. R. 20 yr. debentures of 1929.....	320,000.00	299,600.00			4%	12,800.00
Minneapolis & St. Louis R. R. 1st and ref. mtge. bonds of 1949.....	150,000.00	145,500.00			4%	6,000.00
Minneapolis & St. Louis R. R. Pacific extension 1st mtge. 40 yr. bonds, 1921.....	30,000.00	37,800.00			6%	1,800.00
Mississippi Central R. R. 1st mtge. bonds of 1949.....	200,000.00	191,250.00			5%	10,000.00
Missouri, Kansas & Texas Ry. 1st ref. mtge. bonds of 2004.....	200,000.00	171,000.00			4%	8,000.00
Missouri, Kansas & Texas Ry. (St. Louis Div.), 1st mtge. ref. gold bonds of 2001.....	50,000.00	38,500.00			4%	999.99
Mutual Terminal Co. of Buffalo 1st mtge. sinking fund 20 yr. bonds, 1924.....	100,000.00	97,000.00			4%	4,000.00
New Orleans Terminal Company 1st mtge. bonds of 1933.....	615,000.00	570,412.50			4%	24,600.00
New York Bay Extension R. R. 1st mtge. guar. bonds of 1943.....	100,000.00	99,000.00			5%	5,000.00
New York Central & Hudson River R. R. 30 yr. debentures, 1934.....	150,000.00	142,500.00			4%	6,000.00
New York, Chicago & St. Louis R. R. 25 yr. debentures of 1931.....	600,000.00	548,250.00			4%	24,000.00
New York, Susquehanna & Western R. R. 1st ref. mtge. bonds, 1937.....	100,000.00	108,250.00			5%	5,000.00
Norfolk & Western Railway. 1st mtge. bonds of 1996.....	200,000.00	199,000.00			4%	7,999.98
Norfolk & Western Railway 10-25 yr. conv. bonds of 1932, divis n'l bonds of 1944.....	150,000.00	164,250.00			4%	6,000.00
Norfolk & Western Railway divisional 1st lien and general mtge. bonds of 1944.....	400,000.00	375,625.00			4%	16,000.00
Northern Pacific Ry. Co., St. Paul-Duluth Division mtge. bonds, 1906.....	100,000.00	101,000.00			4%	4,000.00
Oregon Short Line R. R. ref. mtge. bonds of 1929.....	50,000.00	47,250.00			4%	2,000.00
Philadelphia, Baltimore & Washington R. R. 1st mtge. bonds, 1943.....	200,000.00	214,000.00			4%	8,000.00
Providence Securities Company 50 yr. debenture gold coupon bonds, 1957.....	100,000.00	87,125.00			4%	4,000.00
Reading Company—Jersey Central coll. trust 50 yr. bonds, 1951.....	500,000.00	469,770.00			4%	19,999.99
Rio Grande Western Ry. cons. mtge. bonds, 1949, series A.....	100,000.00	94,875.00			4%	4,000.01
St. Louis Bridge Company 1st mtge. bonds of 1929.....	200,000.00	285,642.50			7%	13,999.99
St. Paul, Minneapolis & Manitoba Co. cons. mtge. bonds of 1933.....	6,000.00	6,000.00			6%	360.00

## SECURITIES OWNED—FUNDED DEBT—NOT HELD IN SINKING OR OTHER FUNDS—Continued

Name of Corporation and Security	Pledged		Unpledged		Interest Accrued	
	Par Value	Book Value	Par Value	Book Value	Rate	Amount
South Bound Railroad 1st mtge. bonds of 1941.....	3,000.00	3,398.50			5%	150.00
Southern Railway—East Tennessee reorganization lien bonds, 1938.....	129,000.00	143,345.00			5%	6,450.00
Southern Railway cons. mtge. bonds of 1994.....	50,000.00	50,100.00			5%	2,500.00
Southern Railway Development and general mtge. bonds, 1956, series A.....	523,000.00	413,778.75			4%	20,920.00
Southern Railway—St. Louis Division 1st mtge. bonds of 1951.....	25,000.00	24,910.00			4%	1,000.00
Terminal Association of St. Louis gen'l mtge. ref. bonds, 1953.....	100,000.00	101,000.00			4%	4,000.00
Toledo & Ohio Central Railway gen'l mtge. bonds of 1935.....	50,000.00	51,000.00			5%	2,500.00
Union Depot Co. of City of Columbus 50 yr. sinking fund bonds of 1923.....	13,000.00	13,000.00			7%	910.00
Union Depot at Columbus gen'l mtge. bonds of 1946.....	130,000.00	130,000.00			4 1/2%	5,850.00
Virginia & South Western Ry. 1st mtge. bonds of 1938.....	100,000.00	98,875.00			5%	5,000.00
Washington Terminal Company 1st mtge. bonds of 1945.....	200,000.00	196,000.00			3 1/2%	7,000.00
Western New York & Pennsylvania Ry. gen'l mtge. bonds of 1943.....	115,000.00	108,675.00			4%	4,600.01
Wheeling & Lake Erie R. R. 1st cons. mtge. bonds of 1949.....	100,000.00	94,000.00			4%	4,000.00
Wisconsin, Minnesota & Pacific R. R. 1st mtge. 50 yr. bonds, 1950.....	150,000.00	128,062.50			4%	6,000.00
Total.....	\$14,965,000.00	\$14,179,902.88	\$5,105,000.00	\$3,461,046.03		\$866,406.71

## EXPLANATORY REMARKS.

Book value of "Miscellaneous Securities" shown in summary on Page 43 have been classified as "Marketable Securities" under Account EB 9-c for the purpose of the balance sheet statement.

## (Page 41.) SECURITIES OWNED—MARKETABLE SECURITIES—STOCKS

Name of Corporation and Security	Par Value	Book Value	Dividends Declared	
			Rate	Amount
Other than Express Companies—Active:				
American Telegraph & Telephone Company	\$278,100.00	\$328,902.42	8%	\$22,248.00
American Woolen Company—preferred	9,100.00	9,100.32	7%	637.00
Associated Merchants Company—1st preferred	10,000.00	9,553.89	6%	600.00
Chicago, Milwaukee & St. Paul Ry.—preferred	262,500.00	262,500.00	7%	18,375.00
Chicago, Milwaukee & St. Paul Ry.—common	131,200.00	131,200.00	5%	6,560.00
Chicago & Northwestern Ry. Co.—preferred	200,000.00	350,000.00	8%	16,000.00
Chicago & Northwestern Ry. Co.—common	71,000.00	77,720.00	7%	4,970.00
Chicago, Peoria & St. Louis Railroad—stock voting trust certificates	116,400.00	10,125.00	6%	3,000.00
Fleischmann Company—preferred	50,000.00	65,000.00	24%	4,200.00
Guaranty Trust Company	17,500.00	128,750.00	40%	12,000.00
Home Insurance Company	30,000.00	30,000.00	No	Dividend
Hudson & Manhattan R. R. Co.—common	550,000.00	106,000.00	No	Dividend
Interborough Metropolitan Ry. Company	25,000.00	27,718.75	31%	875.00
The International Harvester Corporation	25,000.00	27,718.75	31%	875.00
The International Mercantile Marine Company—common	50,000.00	5,000.00	No	Dividend
Litchfield & Madison Railway	3,000.00	3,000.00	No	Dividend
Long Branch Sewer Company	250.00	200.00	6%	180.00
Matheson Automobile Company	157,500.00	601,875.00	16%	25,200.00
National Park Bank of New York	2,000.00	2,000.00	5%	100.00
New York Consolidated Railroad—common	2,200,000.00	3,397,709.88	71%	165,000.00
New York, New Haven & Hartford Railroad Company	2,200,000.00	3,397,709.88	71%	165,000.00
Norfolk & Western Railway Co.—preferred	182,450.00	321,112.00	14%	18,245.00
Norfolk & Western Railway Co.—common	200,000.00	282,500.00	7%	14,000.00
Northern Central Railway Company	2,056,150.00	2,257,925.43	6%	123,417.00
Pennsylvania Railroad Co. (\$50 par)	500.00	101.13	5%	5.00
Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company—common	500.00	500.00	5%	25.00
Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company—preferred	16,000.00	16,000.00	5%	800.00
Subway Realty Company	2,000.00	3,097.14	10%	200.00
Union Pacific Railway—common	2,000.00	2,000.00	10%	200.00
United Dry Goods Company—cumulative preferred	100,000.00	110,000.00	7%	7,000.00
United Dry Goods Company—common	224,800.00	206,550.00	8%	17,984.00
American Tobacco Company—new preferred				3,001.50
Baltimore & Ohio Railroad—preferred				3,200.00
The Bank of New York				3,248.00
Brooklyn Union Elevated Railroad—common				120.00
Commercial Trust Company—Philadelphia				400.00
International Harvester Company—preferred				1,750.00
Liggett & Myers Tobacco Company—preferred				1,029.00
P. Lorillard Tobacco Company—preferred				1,724.50
Standard Trust Company				1,400.00
United States Steel Corporation—preferred				7,000.00
Total	\$7,112,350.00	\$8,735,473.67		\$484,769.00

(Page 41. SECURITIES OWNED—MARKETABLE SECURITIES—STOCKS—Continued)

Name of Corporation and Security	Par Value	Book Value	Dividends Declared	
			Rate	Amount
Express Companies—Active:				
New York Transfer Company.....	\$26,600.00	\$13,300.00	6 %	\$1,596.00
Other than Express Companies—Active:				
Total—brought forward.....	7,112,350.00	8,735,473.67	.....	484,769.00
<b>Grand total.....</b>	<b>\$7,138,950.00</b>	<b>\$8,748,773.67</b>	.....	<b>\$486,365.00</b>

(Page 42.)

## SECURITIES OWNED—MARKETABLE SECURITIES—FUNDED DEBT

Name of Corporation or Security	Par Value	Book Value	Interest Accrued	
			Rate	Amount
Other than Express Companies—Active:				
American Telephone & Telegraph Co., conv. 4½% bonds of 1935—50% paid.	\$55,600.00	\$27,800.00	4½%	\$1,048.60
Baltimore & Ohio (Cinn., Hamilton & Dayton), 1st and ref. mtge. 50 yr. bonds of 1959.	500,000.00	449,280.00	4%	20,000.00
Baltimore & Ohio (Pitts., Lake Erie & W. Va.), ref. mtge. bonds of 1941.	480,000.00	420,275.00	4%	18,000.00
Bureau of National Literature.	100.00	100.00	5%	5.00
Bureau of National Literature, fractional scrip.	86.91	86.91	5%	5.88
Chesapeake & Ohio Ry., 20 yr. conv. gold bonds of 1930.	182,000.00	170,387.50	4½%	8,120.00
Chicago City Connecting Railways, coll. trust gold bonds of 1927.	200,000.00	188,000.00	5%	10,000.00
Chicago, Peoria & St. Louis R. R. Co., gen'l. and ref. mtge. 4½% gold bonds of 1939.	47,400.00	47,400.00	4%	No Int. Accrued
Columbus, Sandusky & Hocking R. R., gen'l. mtge. bonds of 1946.	20,000.00	5,000.00	No Int.	No Int. Accrued
Columbus, Sandusky & Hocking R. R., income mtge. bond scrip.	1,500.00	.....	No Int.	No Int. Accrued
Columbus, Sandusky & Hocking R. R., 1st mtge. 5 yr. bond scrip.	487.50	.....	No Int.	No Int. Accrued
Hudson & Manhattan R. R., 1st mtge. conv. gold bonds of 1957.	400,000.00	400,000.00	4½%	18,000.00
Hudson Companies, coupon notes due October 15, 1913.	500,000.00	492,500.00	6%	30,000.00
Leavenworth City & Fort Leavenworth Water Co., cons. mtge. bonds of 1927.	19,000.00	19,000.00	5%	950.00
Nashville, Chattanooga & St. Louis Ry., 1st mtge. bonds of 1913.	1,000.00	1,000.00	7%	70.00
Norfolk & Western Ry., Pocahontas Coal Lands 1st mtge. bonds, 1941.	100,000.00	91,625.00	4%	4,000.00
North American Mail Steamship Co., note.	10,625.00	10,625.00	No Int.	Accrued
Rock Island, Arkansas & Louisiana R. R. Co., 1st mtge. bonds of 1934.	50,000.00	47,875.00	4½%	2,250.00
United States Steel Corporation, sinking fund mtge. bonds of 1963.	91,000.00	96,118.75	5%	4,550.00
Albany & Susquehanna R. R., 1st mtge. 3½s, 1946.	.....	.....	.....	732.15
Achison, Topeka & Santa Fe Ry. Co., 50 yr. conv. 4s, 1955.	.....	.....	.....	1,130.66
Achison, Topeka & Santa Fe Ry. Co., 10 yr. conv. 5s, 1917.	.....	.....	.....	173.89
Bethlehem Steel Co., 5 yr. sinking fund gold notes of 1914.	.....	.....	.....	3,922.16
Baltimore & Ohio (Pitts. Jct. & Middle Div.), 1st mtge. 27 yr. gold bonds of 1925.	.....	.....	.....	1,617.96
Boonville R. R. Bridge, 1st 4s, 1951, (M. K. & T. System).	.....	.....	.....	20.04
Chesapeake & Ohio Ry., 20 yr. conv. gold bonds of 1930.	.....	.....	.....	995.88
Colorado & Southern Ry., ref. and ext. mtge. 30 yr. gold bonds of 1935.	.....	.....	.....	3,600.63
The Delaware & Hudson Co., conv. 4s, debentures, 1916.	.....	.....	.....	1,220.68
Hudson Companies secured conv. gold coupon notes of 1913.	.....	.....	.....	15,680.00
New York, Lake Erie & Western Dock, imp. 1st 6s, 1913.	.....	.....	.....	6,000.00
Norfolk & Western Ry., 10-25 yr. conv. bonds of 1932.	.....	.....	.....	1,766.66
Pittsburgh, Chicago, Cincinnati & St. Louis Ry. Co., cons. mtge. 50 yr. gold bonds of 1945.	.....	.....	.....	3,615.57
<b>Total</b>	<b>\$2,628,809.41</b>	<b>\$2,467,193.16</b>		<b>\$155,924.26</b>

(Page 43.)

## SUMMARY OF SECURITIES OWNED—NOT HELD IN SINKING OR OTHER FUNDS.

Stocks.		Par Value.	Dividends or Interest.
Kind of Security.			
Stocks of respondent "in treasury" and "pledged as collateral"—Page 19 (19,160 shares).....		.....	.....
Stocks of express companies, active—Pages 36, 37 and 41 .....		\$836,600.00	\$67,596.00
Stocks of express companies, inactive—Pages 36, 37 and 41 .....		1,125.00	.....
Stocks of other than express companies, active—Pages 36, 37 and 41.....		14,147,000.00	820,907.50
Stocks of other than express companies, inactive—Pages 36, 37 and 41.....		.....	.....
Total .....			\$888,503.50
Funded Debt.			
Funded debt of respondent "in treasury" and "pledged as collateral"—Page 23.....		\$16,141,100.00	.....
Funded debt of other than express companies, active—Pages 38, 39 and 42.....		22,698,809.41	1,022,330.97
Total .....		\$38,839,909.41	\$1,022,330.97
Miscellaneous Securities.			
Miscellaneous securities of other than express companies, active .....		\$155,373.00	\$13,483.31
Total .....		\$155,373.00	\$13,483.31

Name of Corporation and Name of Security Held.	Par Value of Holdings.	Name of Intermediary.
Adams Express Co., collateral trust 4% bonds, due 1948.....	\$2,000.00	Adams Land & Building Co.

(Page 47.)

## OPERATING EXPENSES.

Account.	Amount.	Ratio of General Account. Per cent.	Total Operating Expenses. Per cent.
I. Maintenance:			
1. Superintendence .....	\$7,741.78	.78	.05
2. Buildings, fixtures and grounds .....	97,826.97	9.86	.59
3. Office equipment.....	103,775.60	10.46	.63
7. Horses .....	183,710.11	18.51	1.11
8. Vehicles, repairs.....	348,908.29	35.16	2.11
9. Vehicles, renewals.....	184,462.22	18.59	1.11
10. Stable equipment.....	64,426.22	6.49	.39
11. Transportation equipment.....	9,565.05	.95	.06
12. Other expenses .....	569.05	.06	.....
13. Maintaining joint facilities—Dr. ....	7,962.91	.80	.05
14. Maintaining joint facilities—Cr. ....	16,631.41	1.67	.10
Total maintenance.....	\$992,316.79	100.00	6.00
II. Traffic Expenses:			
15. Superintendence .....	\$74,188.85	48.58	.45
16. Outside agencies .....	17,336.86	11.35	.10
17. Advertising .....	36,165.16	23.68	.22
18. Traffic associations.....	2,091.27	1.37	.01
19. Stationery and printing.....	22,668.35	14.64	.14
20. Other expenses .....	250.47	.18	.....
Total traffic expenses.....	\$152,730.96	100.00	.92
III. Transportation Expenses:			
21. Superintendence .....	\$323,046.49	2.26	1.95
22. Office employes .....	5,033,190.30	35.25	30.38
23. Commissions .....	1,149,246.38	8.05	6.34
24. Wagon employes .....	2,703,466.35	18.93	16.32

25. Office supplies and expenses..	405,156.13	2.84	2.45
26. Rent of local offices.....	642,076.76	4.50	3.88
27. Stable employes .....	337,466.33	2.36	2.03
28. Stable supplies and expenses..	1,586,910.00	9.71	8.37
29. Train employes .....	956,428.92	6.70	5.77
30. Train supplies and expenses..	27,683.55	.19	.17
33. Stationery and printing.....	483,297.91	3.38	2.92
34. Loss and damage, freight.....	745,403.36	5.22	4.50
35. Loss and damage, money.....	25,910.90	.18	.16
36. Damage to property.....	11,116.41	.08	.07
37. Injuries to persons.....	25,304.11	.18	.15
38. Other expenses .....	31,393.90	.22	.19
39. Operating joint facilities—Dr.	235,624.07	1.65	1.42
40. Operating joint facilities—Cr.	242,731.48	1.70	1.47

Total transportation ex- penses .....	\$14,279,990.39	100.00	86.20
--	-----------------	--------	-------

## IV. General Expenses:

41. Salaries and expenses of gen- eral officers .....	\$153,357.87	13.88	.96
42. Salaries and expenses of clerks and attendants .....	631,772.41	55.38	3.81
43. General office supplies and ex- penses .....	63,410.67	5.56	.38
44. Law expenses .....	103,868.73	9.11	.63
45. Insurance .....	102,733.81	9.00	.62
46. Pensions .....	26,883.54	2.36	.16
47. Stationery and printing.....	41,005.44	3.59	.25
48. Other expenses .....	13,519.52	1.19	.08
49. General administration joint facilities—Dr. ....	304.55	.02	.....
50. General administration joint facilities—Cr. ....	1,078.43	.09	.01

Total general expenses.....	\$1,140,778.11	100.00	6.88
-----------------------------	----------------	--------	------

## Recapitulation of Expenses:

I. Maintenance .....	\$992,316.79	100.00	6.00
II. Traffic expenses .....	152,730.96	100.00	.92
III. Transportation expenses.....	14,279,990.39	100.00	86.20
IV. General expenses .....	1,140,778.11	100.00	6.88

Total operating expenses...	\$16,565,816.25	100.00	100.00
-----------------------------	-----------------	--------	--------

Ratio of operating expenses to operating revenues, 98.97 per cent.

(Page 51.)

## OUTSIDE OPERATIONS.

Designation.	Revenues.	Expenses.	Deficit.
Foreign department operations.....	\$118,935.47	\$184,157.19	\$65,221.72

## MISCELLANEOUS INCOME.

Source of Income.	Gross Income.	Expenses.	Net Income.
Loans and bills receivable.....	\$10,451.99	.....	\$10,451.99
Miscellaneous marketable securities.....	13,483.31	.....	13,483.31
Southern Express Co., operation of Norfolk & Western Lines.....	132,740.39	\$114,085.49	18,654.90
Interest on bank balances.....	65,493.56	.....	65,493.56
Joint facility rent income.....	7,192.52	.....	7,192.52
Total .....	\$229,361.77	\$114,085.49	\$115,276.28

(Page 53.)

## TAXES AND ASSESSMENTS

STATE OR TERRITORY	AD VALOREM TAX		SPECIFIC TAX		Internal Revenue, U. S. Government	Total
	On the Value of Real and Personal Property	On Gross or Net Earnings, Revenue, or Dividends	On Traffic, or some Physical Quality of Property Operated, or on Privilege			
Colorado.....	\$209.07	\$19,531.76	\$4,896.56			\$5,105.63
Connecticut.....	68.44	2,299.30	250.00			19,531.75
Delaware.....	787.97					2,617.74
District of Columbia.....	342.22					787.97
Georgia.....	5,841.07					342.22
Illinois.....	6,587.07					5,841.07
Indiana.....	9.63		7,351.50			13,938.57
Iowa.....	76.39		3,530.28			3,539.91
Kansas.....	4,435.12		359.52			435.91
Kentucky.....	5,547.72		4,261.30			8,696.42
Massachusetts.....	2,574.32	3,000.00	306.30			5,854.02
Maryland.....			21.00			5,595.32
Michigan.....			2,641.97			2,641.97
Minnesota.....		3,524.24				3,524.24
Missouri.....	2,000.07	2,828.62	109.75			4,938.44
Montana.....	10.59		20.00			30.59
Nebraska.....	5,389.37	783.37	471.00			6,643.74
New Jersey.....	7,848.40					7,848.40
New Mexico.....	1.76					1.76
New York.....	18,411.86	2,916.39				29,775.55
North Carolina.....	No tax paid—No	te page 52	8,447.30			
Ohio.....	6,270.53	11,191.77				17,462.30
Pennsylvania.....	4,688.84	7,752.79	1,315.06			13,756.69
Rhode Island.....	451.31	2,684.84				3,136.15
South Dakota.....			1,260.00			1,260.00
Tennessee.....	83.09		2,500.00			2,583.09
Texas.....	130.21	3,194.33				3,324.54
Virginia.....	456.01					13,567.60
West Virginia.....	2,934.21		13,111.56			13,567.60
Wisconsin.....			1,978.72			4,912.93
Wyoming.....			831.52			881.52
United States Government.....	2.25		806.70		\$7,262.60	7,262.60
Total.....	\$75,157.52	\$59,707.40	\$54,470.07		\$7,262.60	\$196,617.59



## COMPARATIVE GENERAL BALANCE SHEET

THE ADAMS EXPRESS-COMPANY, NEW YORK

701

June 30, 1912		June 30, 1913		Increase or Decrease
Item	Amount	Item	Amount	
ASSETS				
Permanent and long term investments:				
(a) Real estate, page 27.....	\$3,271,730.86	\$3,215,206.69	\$6,940,816.23	\$778,656.92
(b) Buildings and fixtures, page 27.....	2,890,428.45			
(c) Equipment, page 27.....	\$6,162,159.31			
EB 1-B Reserves for accrued depreciation—Cr.	466,008.17	3,725,009.54	917,466.27	451,458.10
Total	\$5,696,151.14		\$6,023,349.96	\$327,198.82
Foreign department furniture, fixtures and good will.....	18,848.63		20,073.17	1,224.54
II Securities—				
Foreign department furniture, fixtures and good will.....				
EB 2 Securities of system corporations, pledged—				
EB 3 Securities issued or assumed, pledged—				
(b) Funded debt, page 23.....				
EB 4 Securities of system corporations, unpledged—				
(a) Stocks, page 36.....				
Total	15,347,900.00		16,120,400.00	
	21,500.00		21,500.00	
Total	\$15,369,400.00		\$16,141,900.00	\$772,500.00
IV Miscellaneous—				
EB 6 Miscellaneous investments—				
(a) Physical property, page 25.....	\$202,386.78	\$202,386.78		
(b) Securities, pledged, pages 37, 39 and 40.....	23,159,119.95	22,878,902.88		
(c) Securities, unpledged, pages 37, 39 and 40.....	1,881,131.03	3,564,046.03		
Total	\$25,242,637.76		\$26,645,335.69	\$1,402,697.93
Working assets:				
EB 7 Cash.....	\$2,911,701.60		\$2,635,345.77	
EB 8 Securities issued or assumed, held in treasury—				
(a) Stocks, page 19 (19,160 shares)		\$3,535,750.64		
(b) Funded debt, page 23.....		20,700.00		
Total	3,947,950.64		3,556,450.64	
EB 9 Marketable securities of other companies—				
(a) Stocks, page 41.....		\$8,748,773.67		
(b) Funded debt, page 42.....		2,467,193.16		
(c) Miscellaneous, page 40.....		155,373.00		
Total	13,040,695.86		11,371,339.83	
EB 10 Loans and bills receivable.....	472,710.07		499,477.43	
EB 11 Traffic balances due from other companies.....	263,680.04		198,173.51	
EB 12 Net balance due from agents and messengers.....	1,839,685.24		1,953,385.38	
EB 13 Miscellaneous accounts receivable.....	232,451.07		384,343.41	
EB 14 Materials and supplies.....	8,754.77			
Total	\$22,717,608.29		\$20,598,515.97	\$2,119,092.32

## COMPARATIVE GENERAL BALANCE SHEET—Continued

June 30, 1912		ASSETS	June 30, 1913		Increase or Decrease
Item	Amount		Item	Amount	
.....	\$366,574.76	Accrued income not due:	.....	\$562,059.26	\$195,484.50
EB 16 Unmatured interest, rents and dividends receivable.....		Deferred debit items:	.....		
EB 17 Temporary advances—	\$9,553.94	(a) Temporary advances to system corporations.....	\$9,300.16		
211,635.54		(b) Working funds.....	379,969.06		
.....		EB 18 Rents and insurance paid in advance.....		\$389,269.22	
.....	\$221,189.48	EB 19 Taxes paid in advance.....		66,854.40	
.....	25,278.45	EB 27 Other deferred debit items.....		17,179.01	
.....	8,385.53	Total.....		71,741.70	
.....	114,689.59				
.....					
.....	\$369,543.05			\$545,044.33	\$170,891.28
.....		Grand total.....		\$70,536,270.50	\$799,513.73
.....	\$69,780,764.63				
\$15,760,100.00		(a) Collateral, held by company.....			
20,239,900.00		Trust bonds, not held by company.....			
.....					
.....	\$36,000,000.00	Total.....		\$36,000,000.00	
.....		EB 33 Obligations for long term advances received—			
.....	\$843,382.25	Excess book value of securities deposited with trust companies over			
.....		par value of Adams Express Co. 4 % coll. trust bonds outstanding.....			
.....		Working liabilities:			
.....	\$1,000,000.00	EB 34 Loans and bills payable.....		\$847,802.88	\$4,420.63
.....	115,367.43	EB 35 Traffic balances due other to companies.....			
.....	769,173.35	EB 36 Audited vouchers and wages unpaid.....		\$1,700,000.00	
.....	231,297.53	EB 37 Miscellaneous accounts payable.....		124,084.37	
.....	64,778.50	EB 38 Matured interest, rents and dividends unpaid.....		1,413,241.27	
.....	507,244.73	EB 41 Unpaid money orders, checks and drafts.....		125,694.55	
.....	3,126,492.91	EB 42 Express privileges.....		73,931.00	
.....		Total.....		640,780.51	
.....	\$5,814,354.45			2,913,932.72	
.....		Accrued liabilities not due:		\$6,991,604.42	1,177,308.97
.....	\$153,614.66	EB 44 Unmatured interest, rents and dividends payable.....			
.....	109,666.03	EB 45 Taxes accrued.....		\$163,742.97	
.....		Total.....		113,614.74	
.....	\$263,280.69			\$277,357.71	14,077.02

## (Page 57) COMPARITIVE GENERAL BALANCE SHEET—Continued

June 30, 1912		LIABILITIES	June 30, 1913		Increase or Decrease
Item	Amount		Item	Amount	
		Deferred credit items:			
	133,061.71	EB 50 Other deferred credit items		\$127,345.54	
	\$133,061.71	Total		\$127,345.54	\$5,716.17
		Profit and loss:			
	\$26,726,685.53	EB 53 Balance, page 31		\$26,292,107.83	\$434,577.70
	\$69,780,764.63	Grand total		\$70,536,278.38	\$755,513.75

(Page 59.)

## IMPORTANT CHANGES DURING THE YEAR.

Here present statements as follows: 1. All extensions of the respondent's business over transportation lines. 2. All transportation lines from which the respondent's business was withdrawn. 3. All important purchases of equipment for new lines. 4. All other important physical changes. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. All other important financial changes.

## LINES ACQUIRED AND ABANDONED DURING THE YEAR ENDING JUNE 30, 1912.

## Acquired.

## Steam Roads.

	Miles.
Colorado & Southern Railway, extended from Como to Breckenridge, Colo., February 1, 1913.....	21.72
Chesapeake & Ohio Railway Co., extended from Logan, W. Va., to Holden, W. Va., July 17, 1912.....	4.41
Lexington & Eastern Railway, extended from O. & K. Junction to Quick-sand, Ky., September 1, 1912.....	3.40
Lexington & Eastern Railway, extended from Jackson to McRoberts, Ky., January 1, 1913.....	103.00
Long Island Railroad Co., from June 1, 1913.....	347.40
Pennsylvania Railroad Co., extended from Massillon and Cleveland, M. & C. Junction, to Clinton, Ohio, September 1, 1912.....	12.23
St. Joseph Valley Railway, from August 1, 1912.....	57.70
Vandalia Railroad (Pennsylvania Lines—West), extended from Butler, Ind., to Toledo, Ohio, June 1, 1913.....	75.70
Virginian Railway, extended from White Oak Junction, W. Va., to Stuart, W. Va., December 1, 1912.....	8.40
White Oak Railroad, extended from Macdonald, W. Va., to Price Hill, W. Va., January 1, 1913.....	2.40

## Electric Lines.

Lehigh Valley Transit Co., December 15, 1912.....	136.30
New York, Westchester & Boston Railway Co., March 1, 1913.....	19.54
Norwich & Westerly Traction Co., June 1, 1913.....	6.00
Philadelphia & Western Railway Co., December 15, 1912.....	13.50

## Steamboat Lines.

(None.)

Total lines acquired during year ending June 30, 1913..... 811.72

## Abandoned.

## Steam Roads.

Barnegat Railroad (Manahawkin & Long Beach Railroad), November 15, 1912.....	9.00
Chesapeake Beach Railway, correction, December 31, 1912.....	5.88
Island Creek Railroad, July 17, 1912.....	4.41
White Oak Railroad, December 1, 1912.....	8.40

## Steamboat Lines.

Stonington, Ct., and Watch Hill, R. I., September 30, 1912.....	5.00
---	------

Total lines abandoned during year ending June 30, 1913..... 32.69

## FUNDED DEBT DISPOSED OF DURING YEAR ENDING JUNE 30, 1913.

	Par Value.	Book Value.
American Mail Steamship Co., first mortgage bonds, 1918.....	\$26,000.00	\$24,700.00
Albany & Susquehanna Railroad, first mortgage 3½s, 1946.....	25,000.00	23,250.00
Atchison, Topeka & Santa Fe Railway Co., 50-year convertible 4s, 1955.....	32,000.00	30,080.00
Atchison, Topeka & Santa Fe Railway Co., 10-year convertible 5s, 1917.....	4,000.00	4,000.00
Baltimore & Ohio (Pittsburgh Junction & Middle Division), first mortgage 27-year gold bonds, 1925.....	53,000.00	47,170.00
Bethlehem Steel Co., 5-year sinking fund gold notes of 1914.....	200,000.00	195,000.00

Boonville Railroad Bridge, first 4s, 1961 (M. K. & T. System)	1,000.00	929.87
Chesapeake & Ohio Railway, 20-year convertible gold bonds of 1930	25,000.00	23,406.25
Chicago, Peoria & St. Louis Railway, consolidated mortgage 30-year gold bonds, 5s, 1930	45,000.00	33,750.00
Chicago, Peoria & St. Louis Railway, income bond common 5% 30-year bonds of 1930	65,500.00	6,550.00
Colorado & Southern Railway, refunding and extension mortgage 30-year gold bonds of 1935	90,000.00	88,650.00
The Delaware & Hudson Co., convertible 4s, debentures, 1916	34,000.00	32,300.00
Hudson Companies, secured convertible gold coupon notes of 1913	448,000.00	448,000.00
H-O Cereal Co., Buffalo, 10-year bonds	200.00	200.00
New York, Lake Erie & Western Dock, improvement first 6s, 1913	100,000.00	116,000.00
Norfolk & Western Railway, 10-25-year convertible bonds of 1932	50,000.00	50,000.00
Pittsburgh, Chicago, Cincinnati & St. Louis Railway Co., consolidated mortgage 50-year gold bonds, 1945	100,000.00	100,000.00

## STOCKS DISPOSED OF DURING YEAR ENDING JUNE 30, 1913.

	Par Value.	Book Value.
American Mail Steamship Co.	\$40,000.00	\$8,000.00
Adams Express Building Co.	200,000.00	.....
American Tobacco Co., new preferred	66,700.00	60,035.00
The Bank of New York	40,600.00	117,740.00
Baltimore & Ohio Railroad, preferred	80,000.00	60,000.00
Blue Ridge Hotel Co.	5,000.00	.....
Brooklyn Union Elevated Railroad, common	2,000.00	600.00
Chicago, Peoria & St. Louis Railroad, preferred, 50% paid	247,750.00	17,342.50
Commercial Trust Co., Philadelphia	10,000.00	38,000.00
International Harvester Co., preferred	50,000.00	55,457.50
Liggett & Myers Tobacco Co., preferred	19,600.00	17,651.00
P. Lorillard Tobacco Co., preferred	13,800.00	12,428.66
New York & Eastern News Co.	20,000.00	42,000.20
Pennsylvania Railroad Co., sale of rights	.....	45,740.00
Standard Trust Co. of New York	10,000.00	42,000.00
Standard Trust Co. of New York	25,000.00	93,750.00
United States Steel Corporation, preferred	100,000.00	95,000.00

## FUNDED DEBT ACQUIRED DURING YEAR ENDING JUNE 30, 1913.

	Par Value.	Book Value.
Adams Express Co., collateral trust distribution 4s, 1947	\$354,500.00	\$354,500.00
Adams Express Co., collateral trust 4s, 1948	26,500.00	26,500.00
Adams Express Building Co., first mortgage 4½% bonds, due 1962	1,683,000.00	1,682,915.00
American Telephone & Telegraph Co., first payment 50% bonds on subscription to \$55,600.00 convertible 4½% bonds, due 1933	55,600.00	27,800.00
Chicago, Peoria & St. Louis Railroad Co., registered general and refunding mortgage 4½% gold bonds, due 1939	1,400.00	1,400.00
Chicago, Peoria & St. Louis Railroad Co., registered general and refunding mortgage 4½% gold bonds, due 1939	46,000.00	46,000.00

## STOCKS ACQUIRED DURING YEAR ENDING JUNE 30, 1913.

	Par Value.	Book Value.
American Telephone & Telegraph Co., fourth installment on \$46,400.00	.....	\$11,600.00
Chicago, Peoria & St. Louis Railroad Co., stock voting trust certificate	116,400.00	10,125.00
Guaranty Trust Co.	17,500.00	128,750.00
The International Harvester Corporation, preferred	25,000.00	27,718.75
The International Harvester Co. of New Jersey	25,000.00	27,718.75
New York Consolidated Railroad Co., common	2,000.00	600.00

## BOND AND MORTGAGE LOANS DISPOSED OF DURING YEAR ENDING JUNE 30, 1913.

	Par Value.	Book Value.
G. W. Keeling	\$2,000.00	\$2,000.00
M. Emma Weir	125,000.00	125,000.00

## ALL IMPORTANT PURCHASES OF EQUIPMENT FOR NEW LINES.

## Purchased from Long Island Railroad Express:

Office equipment .....	\$31,250.65
Horses .....	72,745.00
Vehicles .....	91,055.00
Stable equipment .....	8,030.00
Transportation equipment .....	1,290.00
	<hr/> \$204,370.65

(Page 61.)

## CONTRACTS, AGREEMENTS, ETC., WHICH WERE RENEWED OR BECAME EFFECTIVE DURING THE YEAR ENDING JUNE 30, 1913.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of express matter or the conduct of express business, which became effective or were renewed during the year covered by this report. Give the statement in the following order, viz.: 1. Steam railroad companies. 2. Electric transportation companies or lines. 3. Steamboat or steamship companies. 4. Telegraph companies. 5. Telephone companies. 6. Other express companies. 7. United States government. 8. Other contracts.

## Steam Roads.

Chesapeake Beach Railway: Contract renewed for three years from July 1, 1912; through business, 15c per cwt.; local, 20c per cwt.; termini, Hyattsville, Md., and Chesapeake Beach, Md.; mileage, 28.32.

Denver, Laramie & Northwestern Railway: Contract renewed with receivers, effective September 1, 1912, for term of receivership; 50% gross receipts; termini, Denver, Colo., and Greeley, Colo.; mileage, 55.82.

Lewisburg & Ronceverte Electric Railway: Contract renewed for five years from January 29, 1913; 40% of gross receipts; termini, Lewisburg, W. Va., and Ronceverte, W. Va.; mileage, 6.00.

Ligonier Valley Railroad: Contract renewed for five years from March 15, 1913; 40% gross receipts; termini, Ligonier and Latrobe, Pa.; mileage, 10.50.

Long Island Railroad: From June 1, 1913, for seven years; 50% of gross receipts; termini, Long Island City, N. Y., Montauk, N. Y., Greenport, N. Y., etc.; mileage, 347.40.

Pennsylvania Southern Railroad Co.: Contract renewed for five years from July 1, 1912; 40% gross receipts; termini, Clarion and Franklin, Pa.; mileage, 63.80.

St. Joseph Valley Railway: From August 1, 1912, for one year; 50% of gross earnings; termini, Elkhart, Ind., and Angola, Ind.; mileage, 57.70.

Traverse City, Leelanau & Manistique Railroad (Grand Rapids & Indiana): Contract renewed from July 1, 1912, for two years; 50% gross receipts on freight, 20% gross receipts on B. and B.; termini, Traverse City, Mich., and Northport, Mich.; mileage, 29.20.

Tuscarora Valley Railroad: Contract renewed for five years from January 1, 1913; 20c per cwt.; termini, Blairs Mills, Pa., and Port Royal, Pa.; mileage, 27.00.

Virginian Railway: Contract renewed for one year from June 30, 1913; termini, Norfolk, Va., and Deepwater, W. Va.; mileage, 469.83.

Frankfort & Cincinnati Railway: Arrangement entered into for payment of 50% of gross receipts after deducting \$40; mileage, 40.80.

Washington, Potomac & Chesapeake Railroad: Contract renewed for five years from May 27, 1913; 40% gross receipts; termini, Brandywine and Mechanicsville, Md.; mileage, 20.70.

Winfield Railroad: Contract renewed for ten years from December 1, 1912; 40% gross receipts; termini, West Winfield and Butler Junction, Pa.; mileage, 9.16.

## Electric Roads.

Lackawanna & Wyoming Valley Railroad: Contract renewed for five years from August 1, 1912; 18c per cwt.; termini, Scranton, Pa., and Wilkes-Barre, Pa.; mileage, 19.00.

Lehigh Valley Transit Co.: From December 9, 1912, for five years; 50% gross receipts; termini, Chestnut Hill and Allentown, Pa.; mileage, 136.30.

New York, Westchester & Boston Railway Co.: From March 1, 1913, on tentative agreement to pay 45% of the earnings of the line except on business over both the New York, New Haven & Hartford and the New York, Westchester & Boston Railway Co.; mileage, 19.56.

Norwich & Westerly Traction Co.: From June 1 to September 1, 1913, or later, on payment of five cents per package; termini, Westerly, R. I., and Watch Hill, R. I.; mileage, 6.00.

Parkersburg, Marietta & Interurban Railway: Contract renewed for one year from August 1, 1912; 20c per cwt. on aggregate weight of express matter carried; termini, Marietta, Ohio, and Parkersburg, W. Va.; mileage, 23.46.

Philadelphia & Western Railway Co.: For five years from December 7, 1912; 50% gross receipts; termini, Philadelphia and Stratford, Pa.; mileage, 13.50.

## Steamboat Lines.

Goodrich Transit Co.: Contract renewed for five years from March 1, 1913; 25c per cwt. and \$15 per month for messenger service on each boat used; termini, Chicago, Ill., and Milwaukee, Wis.; mileage, 85.00.

## TONNAGE ARRANGEMENTS MADE EFFECTIVE DURING YEAR ENDING JUNE 30, 1913.

Adams for American: Between Akron, Ohio, and Cleveland, Ohio, effective June 1, 1913; between Columbus, Ohio, and Pittsburgh, Pa., effective July 19, 1912; between Pittsburgh, Pa., and Baltimore, Md., effective September 17, 1912; between Traverse City, Mich., and Walton, Mich., effective May 14, 1913.

American for Adams: Between Cumberland, W. Va., and Durbin, W. Va., effective June 1, 1913; between Indianapolis, Ind., and Muncie, Ind., effective April 10, 1913; between Sioux City, Iowa, and Omaha, Neb., effective September 27, 1912; between Springfield, Mass., and Toledo, Ohio, effective December 2, 1912; between Worcester, Mass., and Canandaigua, N. Y., effective January 10, 1913; between Worcester, Mass., and Toledo, Ohio, effective December 2, 1912.

National for Adams: Between Ft. Wayne, Ind., and Buffalo, N. Y., effective March 19, 1913.

Adams for United States: Between Chicago, Ill., and Burlington, Iowa, effective December 7, 1912; between Cincinnati, Ohio, and Shelby, Ky., effective November 19, 1912; between Cincinnati, Ohio, and Springfield, Ohio, effective June 4, 1913; between Dalhart, Texas, and Denver, Colorado, effective April 11, 1913; between Huntington, W. Va., and Shelby, Ky., effective February 19, 1913; between Ironton, Ohio, and Shelby, Ky., effective March 7, 1913; between Kenova, W. Va., and Shelby, Ky., effective November 19, 1912; between Kewanee, Ill., and Galva, Ill., effective August 22, 1912; between Kewanee, Ill., and Wyand, Ill., effective August 1, 1912; between Pittsburgh, Pa., and Harrisburg, Pa., effective January 9, 1913; between Shippensburg, Pa., and Chambersburg, Pa., effective April 15, 1913; between Shippensburg, Pa., and Hagerstown, Md., effective April 15, 1913; between Williamsport, Pa., and St. Marys, Pa., effective May 1, 1913.

United States for Adams: Between Allentown, Pa., and Scranton, Pa., effective May 16, 1913; between Baltimore, Md., and Annapolis, Md., effective August 7, 1912; between Chicago, Ill., and Grand Rapids, Mich., effective February 24, 1913; between Cleveland, Ohio, and Uhrichsville, Ohio, effective February 14, 1913; between Colorado Springs, Colo., and Falcon, Colo., effective May 5, 1913; between Des Moines, Iowa, and Grinnell, Iowa, effective June 4, 1913; between Hamilton, Ohio, and Detroit, Mich., effective November 2, 1912; between Hamilton, Ohio, and Toledo, Ohio, effective October 25, 1912; between Harrisburg, Pa., and Allentown, Pa., effective April 16, 1913; between Harrisburg, Pa., and Bethlehem, Pa., effective April 26, 1913; between Huntington, W. V., and Parkersburg, W. V., effective November 22, 1912; between Indianapolis, Ind., and Connersville, Ind., effective March 27, 1913; between Marietta, Ohio, and Parkersburg, W. V., effective November 22, 1912; between Newton, Iowa, and Chicago, Ill., effective January 9, 1913; between Philadelphia, Pa., and Allentown, Pa., effective April 16, 1913; between Philadelphia, Pa., and Bethlehem, Pa., effective April 26, 1913; between Philadelphia, Pa., and Quakertown, Pa., effective January 7, 1913; between Plaqu, Ohio, and Detroit, Mich., effective November 2, 1912; between South Bend, Ind., and Elkhart, Ind., effective August 26, 1912; between Toledo, Ohio, and Connersville, Ind., effective April 1, 1913; between Toledo, Ohio, and Detroit, Mich., effective November 6, 1912; between Wheeling, W. Va., and Huntington, W. V., effective June 20, 1913; between Wheeling, W. Va., and Moundsville, W. V., effective January 30, 1913; between Wheeling, W. V., and Parkersburg, W. V., effective November 22, 1912.

Adams for Wells-Fargo: Between Chicago, Ill., and Columbus, Ohio, effective March 7, 1913; between Cincinnati, Ohio, and Memphis, Tenn., effective March 29, 1913; between Columbus, Ohio, and Marion, Ohio, effective June 30, 1913; between Louisville, Ky., and Logansport, Ind., effective April 4, 1913; between Louisville, Ky., and Memphis, Tenn., effective April 4, 1913; between Louisville, Ky., and St. Louis Mo., effective April 4, 1913.

Wells-Fargo for Adams: Between Denver, Colo., and Colorado Springs, Colo., effective November 14, 1912; between Denver, Colo., and Pueblo, Colo., effective November 14, 1912; between Ft. Wayne, Ind., and Buffalo, N. Y., effective February 21, 1913; between Jersey City, N. J., and Middletown, N. Y., effective January 21, 1913; between Kansas City, Mo., and Kansas City, Kans., effective October 9, 1912.

On such business carried by this company for the American or National Express companies, or by the latter for us, the company carrying on tonnage basis received a prorate of the through charge based on the local merchandise rates to and from the points between which the tonnage service was rendered from July 1, 1912, to June 1, 1913. From June 1, 1913, the basis of charge for tonnage service was changed to two-thirds of the rate applying on the commodity carried between the points where the tonnage service is rendered, the same basis as applied to all other companies.

(Page 63.)

## COMPARATIVE STATISTICS OF EQUIPMENT OWNED.

	June 30, 1912		June 30, 1913	
	No.	Amount.	No.	Amount.
Office Equipment:				
Four-wheel trucks .....	5,590	\$117,453.38	5,919	\$99,473.21
Office furniture and fixtures .....	.....	316,265.68	.....	345,486.35
Office safes .....	1,566	117,666.18	1,636	121,602.59
Horses and other draft animals .....	4,183	585,687.46	4,581	593,616.02
Vehicles:				
Automobiles .....	313	536,425.66	626	923,532.75
Double wagons .....	843	180,501.07	918	166,018.29
Single wagons .....	2,675	313,946.62	2,870	294,176.50
Sleighs .....	617	14,512.37	638	13,585.39
Stable equipment (including harness) ..	.....	196,344.25	.....	212,961.43
Transportation Equipment:				
Car safes .....	160	13,534.62	166	15,029.62
Messengers' safes .....	2,852	42,780.01	3,063	45,425.01
Messengers' packing trunks .....	5,549	55,438.00	7,104	69,654.26
All other equipment .....	.....	1,707.18	.....	2,225.48
Total .....	.....	\$2,492,262.46	.....	\$2,896,787.99

## STATISTICS OF FINANCIAL PAPER ISSUED.

	Number.	Amount.
Money orders sold, domestic .....	1,129,687	\$10,839,846.80
Money orders sold, foreign .....	3,344	86,652.46
Travelers' cheques sold, foreign .....	19,512	381,690.00
"C. O. D." checks issued .....	1,102,883	13,548,860.65
Total .....	2,255,226	\$24,857,049.91

Number of express offices in the United States, June 30, 1913 .....	5,947
Number of offices in the United States at which money orders were on sale, June 30, 1913 .....	4,745

(Page 65.)

## OATH.

STATE OF NEW YORK,

County of New York.

ss:

I, the undersigned, Henry G. Waters, general auditor of The Adams Express Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and I further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of my knowledge, information and belief.

HARRY F. DISOSIVAY,

General Auditor.

Subscribed and sworn to before me this 24th day of October, 1913.

HARRY F. DISOSIVAY,

Notary Public, Kings County, No. 68.



## THE CANADIAN NORTHERN EXPRESS COMPANY.

(Page 3.)

## HISTORY.

1. Exact name of company making this report. The Canadian Northern Express Company.
2. Date of organization. June 13, 1902.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Special act, Dominion of Canada, Chap. 49, 1902; dated May 15, 1902.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not consolidated.
5. Date and authority for each consolidation. None.
6. State whether respondent is a corporation, a joint-stock association, or a firm or partnership. Corporation.
7. If a reorganized company, give name of original organization and refer to laws under which it was organized. Not reorganized.

(Page 5.)

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Sir Wm. MacKenzie.....	Toronto, Ont.....	Until election of successor
Sir Donald Mann.....	Toronto, Ont.....	Until election of successor
R. J. MacKenzie.....	Winnipeg, Man.....	Until election of successor
Z. A. Lash, K. C. L. L. D.....	Toronto, Ont.....	Until election of successor

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President .....	Sir Wm. MacKenzie.....	Toronto, Ont.
First vice president.....	Sir Donald Mann.....	Toronto, Ont.
Third vice president.....	D. B. Hanna.....	Toronto, Ont.
Secretary .....	R. P. Ormsby.....	Toronto, Ont.
Treasurer .....	L. W. Mitchell.....	Toronto, Ont.
General solicitor.....	G. G. Ruel.....	Toronto, Ont.
Attorney or general counsel.....	Hon. F. H. Phippen, K. C.....	Toronto, Ont.
General auditor .....	J. D. Morton.....	Toronto, Ont.
General superintendent.....	W. C. Muir.....	Winnipeg, Man.
Superintendent .....	C. A. Cunningham.....	Winnipeg, Man.

Officer to whom correspondence concerning this report should be addressed: Name, J. D. Morton; title, general auditor; official address, Toronto, Ontario.

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

1. Date of last meeting of stockholders for election of directors. December 17, 1912.
2. Date of last closing of stock books before end of year for which this report is made. Not closed.
3. Total number of stockholders of record at the date required in answer to question 2. Five.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.  
If control was so held, state:
  - (a) the form of control, whether sole or joint. Sole control.
  - (b) The name of the controlling corporation or corporations: Canadian Northern Railway Co.
  - (c) The manner in which control was established. Ownership of capital stock.
  - (d) The extent of control. All capital stock.
  - (e) Whether control was direct or indirect. Indirect.
  - (f) The name of the intermediary through which control, if indirect, was established. Canadian Northern Railway Express Company.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 10.)

## EXPLANATORY REMARKS.

## Mileage Not Operated.

Canadian Northern Railway:	
Twin City Junction to Gun Flint.....	73.3
Paddington to Birdshill .....	8.7
Grosse Isle to Inwood .....	30.7
Canadian Northern-Ontario Railway: Key Junction to Key Harbor.....	6.2
Canadian Northern-Quebec Railway:	
Hedleyville Junction to Montmorency .....	7.62
Lorette Junction to Quebec Bridge Junction.....	5.16
St. Marie Switch to Quarries.....	1.92
St. Jerome Junction to Huberdeau.....	45.23
Hawkesbury to Ottawa .....	58.60
Quebec & Lake St. John Railway: Valcartier to Gossford.....	5.5

(Page 11.)

## MILEAGE COVERED.

Name of every steam road over which the respondent operates:	Miles.
Name of Road.	
Canadian Northern Railway .....	4,407.60
Winnipeg Union Terminals .....	3.80
Canadian Northern Ontario Railway.....	502.20
Bay of Quinte Railway.....	105.00
Central Ontario Railway .....	139.50
Canadian Northern Quebec Railway.....	302.25
Quebec & Lake St. John Railway.....	279.90
<b>Total .....</b>	<b>5,740.25</b>

(Page 13.)

## MILEAGE COVERED.

Names of all lines other than steam roads over which the respondent operates. Observe the following order: (1) Electric lines, (2) steamboat lines, (3) stage lines, (4) miscellaneous lines.

Name of Carrier.	Miles.
1. Winnipeg, Selkirk & Lake Winnipeg Railway.....	22.00
2. None.	
3. None.	
4. None.	
<b>Total .....</b>	<b>22.00</b>

(Page 15.)

## MILEAGE BY STATES AND TERRITORIES.

State or Province.	Steam Road Mileage.	Electric Line Mileage.	Total Mileage.
Province of Alberta.....	463.10	.....	463.10
Province of Manitoba.....	1,758.25	22.00	1,780.25
State of Minnesota.....	43.50	.....	43.50
Province of Ontario.....	1,032.69	.....	1,032.69
Province of Quebec.....	582.15	.....	582.15
Province of Saskatchewan.....	1,860.56	.....	1,860.56
<b>Totals .....</b>	<b>5,740.25</b>	<b>22.00</b>	<b>5,762.25</b>

(Page 17.)

## RECAPITULATION.

Class of Carrier.	Mileage.
Steam roads .....	5,740.25
Electric lines .....	22.00
<b>Total .....</b>	<b>5,762.25</b>

(Page 18.)

## EXPLANATORY REMARKS.

Dividend transferred to the Canadian Northern Railway Express Co., holders of the capital stock of this company, to pay interest on first mortgage gold bonds, and dividends on capital stock of the holding company.

(Page 19.)

## CAPITAL STOCK

Kind	Number of Shares Authorized	Par Value of One Share	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value Not Held by Respondent	Dividends Declared During the Year	
						Amount	
Common.....	10,000	\$100	\$1,000,000	\$1,000,000	\$1,000,000	\$954,356.06	See Page 18
Totals.....	10,000	\$100	\$1,000,000	\$1,000,000	\$1,000,000	\$954,356.06	

Purpose of the Issue		Total Number of Shares Outstanding
Issued for franchise		
Common.....		10,000
Total.....		10,000

(Page 27.) COST OF REAL PROPERTY AND EQUIPMENT

ACCOUNT	Expenditures for Real Property and Equipment During the Year		Total Cost to June 30, 1912	Total Cost to June 30, 1913
	From Cash or Other Working Assets			
	Directly Charged			
Real property and equipment:				
I Buildings and fixtures.....		\$429.85	\$3,781.94	\$3,352.09
II Equipment—				
(2) Other equipment.....				
Horses.....		3,882.03	26,535.23	30,417.26
Vehicles.....		6,330.00	16,402.20	22,732.20
Stable equipment.....		4,788.51	18,327.95	23,116.46
Transportation equipment.....		1,140.65	2,404.35	3,545.00
Total.....		2,112.99	7,437.80	9,550.79
Total.....		\$17,824.33	\$74,889.47	\$92,713.80

ADJUSTMENT OF PROPERTY ACCOUNTS THROUGH ANNUAL INVENTORY

ACCOUNT	Inventory Value on June 30			Amounts Directly Charged or Credited to Investment During Year
	1912	1913	Increase or Decrease	
Other equipment—				
Office equipment.....	\$26,535.23	\$30,417.26	\$3,882.03	\$3,882.03
Horses.....	16,402.20	22,732.20	6,330.00	6,330.00
Vehicles.....	18,327.95	23,116.46	4,788.51	4,788.51
Stable equipment.....	2,404.35	3,545.00	1,140.65	1,140.65
Transportation equipment.....	7,437.80	9,550.79	2,112.99	2,112.99
Total.....	\$71,107.53	\$18,361.71	\$89,254.18	\$18,254.18

(Page 29.)

## INCOME ACCOUNT.

## Operating Income:

## Express operations:

Gross receipts from operation—Page 33.. \$957,275.85  
 Express privileges—Dr.—Page 35..... 372,602.96

Operating revenues—Page 33..... \$584,672.89  
 Operating expenses—Page 49..... 365,833.52

Net operating revenue..... \$218,839.37

Taxes accrued—Page 53..... 6,316.85

Operating income ..... \$212,522.52

Deductions from Gross Corporate Income:

Other interest ..... 643.48

Balance for year carried forward to  
 credit of profit and loss..... \$211,878.74

(Page 31.)

## PROFIT AND LOSS ACCOUNT.

## Debit.

Accounts uncollectible ..... \$1,373.50  
 Dividends declared—Page 19..... 954,356.06  
 \$955,729.56

## Credit.

Balance June 30, 1912..... \$743,850.82  
 Balance for year brought forward from income account..... 211,878.74  
 \$955,729.56

(Page 33.)

## OPERATING REVENUES.

## I. Revenue from Transportation:

1. Express revenue ..... \$925,796.42

Total revenue from transportation..... \$925,796.42

8. Travelers' cheques, domestic..... \$17,607.35

10. "C. O. D." checks..... 13,275.61

14. Miscellaneous revenue ..... 596.47

Total revenue from operations other than transportation. \$31,479.43

Gross receipts from operation..... \$957,275.85

Express privileges—Dr.—Page 35..... 372,602.96

Total operating revenues..... \$584,672.89

(Page 34.)

## EXPLANATORY REMARKS.

Note.—Canadian Northern Railway includes: Minnesota & Manitoba Railroad, Northern Pacific & Manitoba Railway, Qu'Appelle, Long Lake & Saskatchewan Railway & Steamboat Co.

(Page 35.)

## AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES.

Name of Carrier and Basis of Contract.	Amount.
Canadian Northern Railway, 40 per cent.....	\$281,060.99
Winnipeg, Selkirk & Lake Winnipeg, 40 per cent.....	1,475.19
Canadian Northern Quebec Railway, 40 per cent.....	22,392.81
Quebec & Lake St. John Railway, 45 per cent.....	20,560.34
Canadian Northern Ontario Railway, 40 per cent.....	36,759.68
Central Ontario Railway, 40 per cent.....	7,384.99
Bay of Quinte Railway, 40 per cent.....	2,968.96
Total .....	\$372,602.96

(Page 47.)

## OPERATING EXPENSES.

Account.	Amount.	Ratio Of General Account. Per cent.	to Total Operating Expenses. Per cent.
<b>I. Maintenance:</b>			
2. Buildings, fixtures and grounds	\$1,595.74	17.42	.43
3. Office equipment	1,378.75	15.06	.38
7. Horses	1,260.00	13.76	.34
8. Vehicles, repairs	3,853.10	42.08	1.04
10. Stable equipment	924.67	10.10	.25
11. Transportation equipment	144.47	1.58	.04
Total maintenance	\$9,156.73	100.00	2.48
<b>II. Traffic Expenses:</b>			
15. Superintendence	\$2,869.18	48.97	.78
17. Advertising	526.04	8.98	.14
18. Traffic associations	909.08	15.52	.24
19. Stationery and printing	1,554.07	26.53	.42
Total traffic expenses	\$5,858.37	100.00	1.58
<b>III. Transportation Expenses:</b>			
21. Superintendence	\$15,962.88	4.88	4.32
22. Office employees	75,822.43	23.17	20.53
23. Commissions	80,918.27	24.73	21.91
24. Wagon employees	43,384.68	13.26	11.74
25. Office supplies and expenses	4,764.83	1.46	1.29
26. Rent of local offices	11,374.07	3.47	.60
27. Stable employees	2,222.05	.68	6.16
28. Stable supplies and expenses	22,766.50	6.96	13.14
29. Train employees	48,556.96	14.84	.07
30. Train supplies and expenses	265.01	.08	.60
31. Transfer employees	2,218.25	.68	.21
32. Transfer expenses	774.40	.24	3.37
33. Stationery and printing	12,449.10	3.80	1.22
34. Loss and damage, freight	4,500.16	1.37	.01
35. Loss and damage, money	48.52	.01	.09
36. Damage to property	328.08	.10	.04
37. Injuries to persons	150.00	.05	.21
38. Other expenses	733.79	.22	
Total transportation expenses	\$327,239.98	100.00	88.59
<b>IV. General Expenses:</b>			
41. Salaries and expenses of general officers	\$3,667.67	13.50	.99
42. Salaries and expenses of clerks and attendants	18,914.90	69.68	5.12
43. General office supplies and expenses	865.44	3.19	.24
44. Law expenses	19.34	.07	.01
45. Insurance	2,912.05	10.43	.79
47. Stationery and printing	594.71	2.20	.16
48. Other expenses	208.50	.77	.06
Total general expenses	\$27,143.93	100.00	7.35
<b>Recapitulation of Expenses:</b>			
I. Maintenance	\$9,156.73		2.48
II. Traffic expenses	5,858.37		1.58
III. Transportation expenses	327,239.98		88.59
IV. General expenses	27,143.93		7.35
Total operating expenses	\$369,389.01		100.00

Ratio of operating expenses to operating revenues, 62.57 per cent.

## TAXES AND ASSESSMENTS

(Page 53.)

STATE OR TERRITORY	Ad Valorem Tax		Specific Tax		Total
	On the Value of Real and Personal Property		On Gross or Net Earnings, Revenue or Dividends	On Traffic or Some Physical Quality of Property Operated, or on Privilege	
Province of Alberta.....		\$171.25	.....	\$250.00	\$250.00
Province of Manitoba.....		142.02	.....	500.00	671.25
Province of Saskatchewan.....		123.38	.....	4,500.00	142.02
Province of Ontario.....		265.99	.....	150.00	4,623.38
Province of Quebec.....		.....	.....	.....	415.99
State of Minnesota.....		.....	\$214.21	.....	214.21
Total.....		\$702.64	\$214.21	\$5,400.00	\$6,316.85

## COMPARATIVE GENERAL BALANCE SHEET

(Page 54)

June 30, 1912	Amount	ASSETS	June 30, 1913	Amount	Increase or Decrease
		Permanent and long term investments:			
		I Real property and equipment—			
		EB 1-A Investments—			
		(b) Buildings and fixtures, page 27.....	\$3,352.09		\$439.85
		(c) Equipment, page 27.....	89,361.71		18,254.18
		Total.....	\$92,713.80		\$17,824.33
		Working assets:			
		EB 7 Cash.....	84,789.96		813,813.54
		EB 14 Materials and supplies.....	4,767.82		2,431.59
		EB 15 Other working assets (Franchise).....	1,000,000.00		
		Total.....	1,089,557.78		\$811,381.95
		Grand total.....	\$1,182,271.58		\$793,557.62

## COMPARATIVE GENERAL BALANCE SHEET (Continued)

(Page 56)

June 30, 1912	Amount	LIABILITIES	June 30, 1913	Amount	Increase or Decrease
		Stock:			
		EB 29 Capital stock, page 19.....	\$1,000,000.00		
		Total.....	\$1,000,000.00		
		Working liabilities:			
		EB 39 Audited vouchers and wages unpaid.....	\$173,052.50		\$38,005.61
		EB 41 Unpaid money orders, checks and drafts.....	9,219.08		\$7,712.41
		Total.....	\$182,271.58		\$49,706.89
		Profit and loss:			
		EB 53 Balance—Page 31.....			
		Grand total.....	\$1,182,271.58		\$49,706.89



(Page 59.)

## IMPORTANT CHANGES DURING THE YEAR.

Here present statements as follows: 1. All extensions of the respondent's business over transportation lines. 2. All transportation lines from which the respondent's business was withdrawn. 3. All important purchases of equipment for new lines. 4. All other important physical changes. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. All other important financial changes.

1. Canadian Northern Railway .....	389.4
Canadian Northern Ontario Railway.....	69.3
Central Ontario Railway .....	7.0
Bay of Quinte Railway.....	105.0
Total .....	570.7
2. Canadian Northern Quebec Railway.....	57.34
Quebec & Lake St. John Railway.....	6.60
Total .....	63.94

3 to 10. None.

(Page 61.)

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of express matter or the conduct of express business, which became effective or were renewed during the year covered by this report. Give the statement in the following order, viz.: 1. Steam railroad companies. 2. Electric transportation companies or lines. 3. Steamboat or steamship companies. 4. Telegraph companies. 5. Telephone companies. 6. Other express companies. 7. United States government. 8. Other contracts.

1. Central Ontario Railway, transportation contract, 40% of gross earnings, October 15, 1911.
2. None.
3. None.
4. None.
5. None.
6. Northern Express Co., joint office agreement, Winnipeg office, Northern Express Co. to pay 20% of earnings on business handled through Winnipeg office for that company.
7. None.
8. None.

(Page 63.)

## COMPARATIVE STATISTICS OF EQUIPMENT OWNED.

	June 30, 1912		June 30, 1913	
	Number.	Value.	Number.	Value.
Office Equipment:				
Four-wheel trucks .....	106	\$4,314.12	145	\$6,191.89
Office furniture and fixtures.....	...	4,614.83	...	5,583.80
Office safes .....	173	16,342.11	189	19,133.31
Horses and other draft animals.....	68	16,402.20	86	22,732.20
Vehicles:				
Automobiles .....	1	3,016.00	1	3,016.00
Double wagons .....	15	3,464.00	27	6,153.00
Single wagons .....	39	7,385.00	44	8,365.50
Sleighs .....	46	4,462.95	60	5,581.96
Stable equipment (including harness)....	...	2,404.35	...	3,545.00
Transportation Equipment:				
Car safes .....	27	827.00	27	827.00
Messenger's safes .....	48	1,826.67	55	2,054.17
Messenger's packing trunks.....	22	428.97	22	428.97
All other equipment.....	...	5,619.33	...	5,748.91
Total .....	545	\$71,107.53	656	\$89,361.71

## STATISTICS OF FINANCIAL PAPER ISSUED.

	Number.	Amount.
Money orders sold, domestic.....	376,849	\$5,066,163.00
"C. O. D." checks issued.....	73,369	1,061,543.62
Total .....	450,218	\$6,127,706.62
Number of express offices in the United States and Canada, June 30, 1913....		598
Number of offices in the United States and Canada at which money orders were on sale, June 30, 1913.....		598

(Page 65.)

PROVINCE OF ONTARIO, }

County of York. }

OATH.

ss:

We, the undersigned, D. B. Hanna, third vice president, and J. D. Morton, general auditor, of The Canadian Northern Express Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

D. B. HANNA,

President.

J. D. MORTON,

General Auditor.

Subscribed and sworn to before me this 30th day of October, 1913.

R. H. M. TEMPLE,

A Notary Public in and for the Province of Ontario.

My commission expires at my death.

## GREAT NORTHERN EXPRESS COMPANY.

(Page 3.)

## HISTORY.

1. Exact name of company making this report. Great Northern Express Company.

2. Date of organization. The articles of incorporation show the company as authorized to do business for a period of thirty (30) years from January 1, 1892, but the articles were not filed with the secretary of state of Minnesota until January 20, 1892.

3. Under laws of what government, state, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. State of Minnesota, title two of chapter thirty-four of the General Statutes of the State of Minnesota.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.

5. Date and authority for each consolidation. None.

6. State whether respondent is a corporation, a joint-stock association or a firm or partnership. Corporation.

7. If a reorganized company, give name of original organization and refer to laws under which it was organized. None.

(Page 5.)

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
D. S. Elliott.....	St. Paul, Minn.....	October 9, 1913
C. R. Gray.....	St. Paul, Minn.....	October 9, 1913
L. W. Hill.....	St. Paul, Minn.....	October 9, 1913
J. M. Gruber.....	St. Paul, Minn.....	October 9, 1913
W. P. Kenney.....	St. Paul, Minn.....	October 9, 1913

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President .....	D. S. Elliott.....	St. Paul, Minn.
Vice president .....	C. R. Gray.....	St. Paul, Minn.
Secretary .....	L. E. Katzenbach.....	St. Paul, Minn.
Treasurer .....	J. E. Katzenbach.....	St. Paul, Minn.
Auditor .....	G. A. Yates.....	St. Paul, Minn.
General manager.....	D. S. Elliott.....	St. Paul, Minn.

Officer to whom correspondence concerning this report should be addressed:  
Name, G. A. Yates; title, auditor; official address, St. Paul, Minn.

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

1. Date of last meeting of stockholders for election of directors. October 18, 1912.
2. Date of last closing of stock books before end of year of which this report is made. October 18, 1912.
3. Total number of stockholders of record at the date required in answer to question 2. Six.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, transportation or other, control the respondent on June 30, 1913? Yes.  
If control was so held, state:  
(a) The form of control, whether sole or joint. Sole.  
(b) The name of the controlling corporation or corporations. Great Northern Railway Company.  
(c) The manner in which control was established. Ownership of stock.  
(d) The extent of control. Complete.  
(e) Whether control was direct or indirect. Direct.  
(f) The name of the intermediary through which control, if direct, was established. None.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 10.)

## EXPLANATORY REMARKS.

The Butte, Anaconda & Pacific Railway is operated by Great Northern Express Company between Butte and Anaconda, 25.67 miles, and we are informed is also operated by American Express Company, and Wells-Fargo & Company Express.

The Oregon Trunk Railway, 156.91 miles, and the Spokane, Portland & Seattle Railway, 544.52 miles, are operated by this company and we are informed are also operated by Northern Express Company.

Chicago, Burlington & Quincy Railroad, St. Paul to Chicago, through service only, 430.87 miles. This line is also operated for through service by the Northern Express Company, and for through and local service by Adams Express Company.

(Page 11.)

## MILEAGE COVERED.

Name of every steam road over which the respondent operates.	Miles.
Great Northern Railway Co.....	7,750.18
Butte, Anaconda & Pacific Railway.....	25.67
Spokane, Portland & Seattle Railway.....	544.52
Waterville Railway .....	4.50
Oregon Trunk Railway .....	156.91
Chicago, Burlington & Quincy Railroad, through service between Chicago and St. Paul only.....	430.87
Total .....	8,912.65

(Page 12.)

## EXPLANATORY REMARKS.

The United Railways, 33.60 miles, is operated by Great Northern Express Company, and we are informed is also operated by Northern Express Company.

(Page 13.)

## MILEAGE COVERED—Continued.

Names of all lines other than steam roads over which the respondent operates. Observe the following order: (1) Electric lines, (2) steamboat lines, (3) stage lines, (4) miscellaneous lines.

Electric Lines.	
Name of Carrier.	Miles.
Spokane & Inland Empire Railway Co.....	181.99
United Railways .....	33.60

## Steamboat Lines.

International Steamship Co.....	90.00
Olympia & Tacoma Navigation Co.....	50.00
Coeur d'Alene & St. Joe Transportation Co.....	62.00
Total .....	417.99

(Page 15.)

## MILEAGE BY STATES AND TERRITORIES.

State or Territory.	Steam Road Mileage.	Electric Line Mileage.	Steamboat Line Mileage.	Total Mileage.
Idaho .....	107.28	29.46	62.00	198.74
Illinois .....	185.58	.....	.....	185.58
Iowa .....	77.86	.....	.....	77.86
Minnesota .....	2,135.38	.....	.....	2,135.38
Montana .....	1,624.23	.....	.....	1,624.23
North Dakota .....	1,812.98	.....	.....	1,812.98
Oregon .....	294.79	33.60	.....	328.39
South Dakota .....	262.36	.....	.....	262.36
Washington .....	1,482.16	152.53	110.00	1,744.69
Wisconsin .....	266.61	.....	.....	266.61
Province of British Columbia.....	426.61	.....	.....	426.61
Province of Manitoba.....	236.86	.....	.....	236.86
Total .....	8,912.65	215.59	172.00	9,300.24

(Page 16.)

## EXPLANATORY REMARKS.

In total mileage shown in the recapitulation we have included in "steamboat lines" 30 miles not assignable to states or territories, that being the mileage between Port Townsend, Wash., and Victoria, B. C.

(Page 17.)

## MILEAGE NOT ASSIGNABLE TO STATES OR TERRITORIES.

Name of Line.	Mileage.
International Steamship Co.....	30.00
Total .....	30.00

## RECAPITULATION.

Class of Carrier.	Mileage.
Steam roads .....	8,912.65
Electric lines .....	215.59
Steamboat lines (see page 16).....	202.00
Total .....	9,330.24

(Page 19.)

## CAPITAL STOCK.

KIND	Number of Shares Authorized	Par Value of One Share	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value Not Held by Respondent	DIVIDENDS DECLARED DURING YEAR	
						Rate	Amount
Capital Stock: Common.....	10,000		\$1,000,000	\$1,000,000	\$1,000,000		
Total.....	10,000		\$1,000,000	\$1,000,000	\$1,000,000		
PURPOSE OF THE ISSUE							Total Cash Realized
Issued for Cash—Common.....						1,000	\$100,000
Issued for extension of contracts with railway companies for express privileges.....						9,000	.....
Total.....						10,000	\$100,000

## COST OF REAL PROPERTY AND EQUIPMENT

(Page 27)

ACCOUNT	Expenditures for Real Property and Equipment during the Year			Total Cost to June 30, 1912	Total Cost to June 30, 1913
	From Cash or Other Working Assets	Credits for Property Retired	Total		
	Directly Charged				
Real property and equipment:					
I Real estate.....				\$5,381.67	\$5,381.67
II Buildings and fixtures.....				6,358.27	7,080.42
III Equipment:					
(2) Other equipment—					
Office equipment.....					
Horses.....	3,976.79	\$1,554.44	2,422.35	48,895.48	51,317.83
Vehicles.....	3,431.84	3,998.50	566.66	30,266.66	29,700.00
Stable equipment.....	9.75	1,064.75	1,055.00	29,440.00	28,385.00
Transportation equipment.....	291.60	234.60	57.00	1,995.00	2,032.00
	1,638.83	49.50	1,590.33	11,853.67	13,444.00
Total.....	\$10,071.96	\$6,901.79	\$3,170.17	\$134,190.75	\$137,360.92

## ADJUSTMENT OF PROPERTY ACCOUNTS THROUGH ANNUAL INVENTORY

ACCOUNT	Inventory Value on June 30			Amounts Directly Charged or Credited to Investment During Year
	1912	1913	Increase or Decrease	
Other equipment:				
Office equipment.....				
Horses.....	\$48,895.48	\$51,317.83	\$2,422.35	\$2,422.35
Vehicles.....	30,266.66	29,700.00	566.66	566.66
Stable equipment.....	29,440.00	28,385.00	1,055.00	1,055.00
Transportation equipment.....	1,995.00	2,052.00	57.00	57.00
	11,853.67	13,444.00	1,590.33	1,590.33
Total.....	\$122,450.81	\$124,898.83	\$2,448.02	\$2,448.02

(Page 29.)

## INCOME ACCOUNT.

<b>Operating Income:</b>	
<b>Express Operations:</b>	
Gross receipts from operation—Page 33	\$3,351,531.43
Express privileges—Dr.—Page 35.....	2,009,028.27
Operating revenues—Page 33.....	\$1,342,503.16
Operating expenses—Page 49.....	1,037,875.82
Net operating revenue.....	\$304,627.34
Taxes accrued—Page 53.....	47,073.42
Operating income .....	\$257,553.92
<b>Other Income:</b>	
Interest accrued on funded debt owned or controlled—Page 43.....	\$2,500.00
Miscellaneous income—Page 51.....	165.46
Total other income.....	2,665.46
Gross corporate income.....	\$260,219.38
<b>Deductions from Gross Corporate Income:</b>	
Net revenue paid Spokane, Portland & Seattle Railway Co.....	\$15,505.41
Net revenue paid Oregon Trunk Railway Co. ....	158.35
Net revenue paid United Railways.....	429.56
Total deductions from gross corporate income .....	16,093.32
Net corporate income.....	\$244,126.06
Balance for year carried forward to credits of profit and loss.....	\$244,126.06

(Page 31.)

## PROFIT AND LOSS ACCOUNT.

<b>Debit.</b>	
Deductions for year: Back taxes paid state of Minnesota.....	\$7,731.53
Balance credit, June 30, 1913, carried forward to general balance sheet—Page 57 .....	438,502.28
	\$446,233.81
<b>Credit.</b>	
Balance June 30, 1912.....	\$202,107.75
Balance for year brought forward from income account.....	244,126.06
	\$446,233.81

(Page 33.)

## OPERATING REVENUES.

Account.	Total Receipts.	Total Deductions.	Total Revenues.
<b>I. Revenue from Transportation:</b>			
1. Express revenue .....	\$3,317,137.46	\$16,691.33	\$3,300,446.13
Total revenue from transportation .....	\$3,317,137.46	\$16,691.33	\$3,300,446.13
<b>II. Revenue from Operations Other Than Transportation:</b>			
3. Customhouse brokerage fees .....	\$614.81	.....	\$614.81
6. Money orders, domestic.....	13,792.38	.....	13,792.38
7. Money orders, foreign.....	462.37	.....	462.37
10. "C. O. D." checks.....	28,032.54	.....	28,032.54
14. Miscellaneous revenue.....	8,183.20	.....	8,183.20
Total revenue from operations other than transportation .....	\$51,085.30	.....	\$51,085.30
Gross receipts from operation .....	\$3,368,222.76	\$16,691.33	\$3,351,531.43
Express privileges—Dr.—Page 35.....	.....	.....	2,009,028.27
Total operating revenues...	.....	.....	\$1,342,503.16



(Page 35.)

AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES.

Name of Carrier and Basis of Contract.	Amount.
Great Northern Railway Co., 60% of gross earnings.....	\$1,777,248.74
Butte, Anaconda & Pacific Railway Co., 55% of gross earnings.....	2,191.45
Spokane & Inland Empire Railroad Co., 50% of gross earnings to October 31, 1912; 55% from gross earnings from November 1, 1912.	25,097.68
*Spokane, Portland & Seattle Railway, 50% of gross earnings.....	41,761.30
*United Railways, 50% of gross earnings.....	2,686.68
*Oregon Trunk Railway Co., 50% of gross earnings.....	2,049.91
Waterville Railway, 50% of gross earnings.....	469.13
Chicago, Burlington & Quincy Railroad Co., through service only be- tween Chicago and St. Paul, 65% of gross earnings, since July 1, 1912 .....	155,369.69
Coeur d'Alene & St. Joe Transportation Co., 50% of gross earnings..	1,313.69
International Steamship Co., \$50.00 per month.....	600.00
Olympia & Tacoma Navigation Co., \$20.00 per month.....	240.00
*In addition to the 50% of gross earnings paid Spokane, Portland & Seattle Railway, United Railways and Oregon Trunk Railway for express privileges, we paid them net profits for the year as fol- lows:	
Spokane, Portland & Seattle Railway Co.....	\$15,505.41
United Railways Co. ....	429.56
Oregon Trunk Railway Co.....	158.35
	<hr/>
	\$16,093.32
Total .....	<hr/>
	\$2,009,028.27

(Page 38.)

EXPLANATORY REMARKS.

The bonds described on page 39 are deposited with the treasurer of the state of Oregon in compliance with the laws of that state, requiring express companies to make such deposit before being permitted to do business in that state.

(Page 39.)

SECURITIES OWNED—FUNDED DEBT.

Not Held in Sinking or Other Funds.

Other than Express Companies—Active:

Name of Corporation and Security.	Total Par Value.	Cost or Book Value.	Interest Rate.	Accrued. Amount.
City of Portland, Ore., municipal bonds	\$50,000.00	\$53,034.72	5%	\$2,500.00

(Page 43.)

SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

Funded Debt:

Kind of Security.	Par Value.	Dividends or Interest.
Funded debt other than express companies, active— Pages 38, 39 and 42.....	\$50,000.00	\$2,500.00
Does the respondent own or control any express securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Interstate Commerce Commission? No.		

(Page 47.)

## OPERATING EXPENSES.

Account.	Amount.	Ratio to Of General Account. Per cent.	Total Operating Expenses. Per cent.
<b>I. Maintenance:</b>			
1. Superintendence .....	\$5,372.05	15.89	00.52
2. Buildings, fixtures and grounds .....	484.15	01.43	00.05
3. Office equipment .....	7,541.03	22.30	00.73
7. Horses .....	6,355.16	18.79	00.61
8. Vehicles, repairs .....	7,087.45	20.96	00.68
9. Vehicles, renewals .....	1,064.75	03.15	00.19
10. Stable equipment .....	2,761.52	08.17	00.27
11. Transportation equipment .....	2,637.14	07.80	00.25
13. Maintaining joint facilities— Dr. ....	753.74	02.17	00.07
14. Maintaining joint facilities— Cr. ....	224.48	00.66	00.02
<b>Total maintenance .....</b>	<b>\$33,814.51</b>	<b>100.00</b>	<b>03.26</b>
<b>II. Traffic Expenses:</b>			
15. Superintendence .....	\$12,335.04	39.75	01.19
16. Outside agencies .....	14,874.50	47.93	01.43
17. Advertising .....	1,112.34	03.59	00.11
18. Traffic associations .....	500.39	01.61	00.05
19. Stationery and printing .....	2,205.10	07.12	00.21
<b>Total traffic expenses .....</b>	<b>\$31,027.97</b>	<b>100.00</b>	<b>02.99</b>
<b>III. Transportation Expenses:</b>			
21. Superintendence .....	\$44,652.78	04.86	04.30
22. Office employes .....	172,265.03	18.75	16.60
23. Commissions .....	204,171.58	22.23	19.67
24. Wagon employes .....	144,828.95	15.77	13.95
25. Office supplies and expenses .....	16,027.01	01.74	01.54
26. Rent of local offices .....	42,542.57	04.63	04.10
27. Stable employes .....	8,584.64	00.93	00.83
28. Stable supplies and expenses .....	59,548.82	06.48	05.74
29. Train employes .....	130,494.90	14.21	12.57
30. Train supplies and expenses .....	2,481.42	00.27	00.24
31. Transfer employes .....	21,052.10	02.29	02.03
33. Stationery and printing .....	28,090.45	03.06	02.71
34. Loss and damage, freight .....	19,262.89	02.10	01.85
35. Loss and damage, money .....	176.08	00.02	00.02
36. Damage to property .....	237.50	00.03	00.02
37. Injuries to persons .....	2,973.85	00.32	00.29
39. Operating joint facilities—Dr. ....	29,098.77	03.17	02.80
40. Operating joint facilities—Cr. ....	7,938.02	00.86	00.76
<b>Total transportation ex- penses .....</b>	<b>\$918,551.32</b>	<b>100.00</b>	<b>88.50</b>
<b>IV. General Expenses:</b>			
41. Salaries and expenses of gen- eral officers .....	\$4,577.50	08.40	00.44
42. Salaries and expenses of clerks and attendants .....	38,454.22	70.58	03.70
43. General office supplies and ex- penses .....	3,397.17	06.23	00.33
44. Law expenses .....	1,027.49	01.89	00.10
45. Insurance .....	4,942.08	09.07	00.48
47. Stationery and printing .....	1,845.38	03.39	00.18
48. Other expenses .....	238.18	00.44	00.02
<b>Total general expenses .....</b>	<b>\$54,482.02</b>	<b>100.00</b>	<b>05.25</b>
<b>Recapitulation of Expenses:</b>			
I. Maintenance .....	\$33,814.51	.....	03.26
II. Traffic expenses .....	31,027.97	.....	02.99
III. Transportation expenses .....	918,551.32	.....	88.50
IV. General expenses .....	54,482.02	.....	05.25
<b>Total operating expenses ..</b>	<b>\$1,037,875.82</b>	<b>.....</b>	<b>100.00</b>
Ratio of operating expenses to operating revenues, 77.30 per cent. (Page 51.)			

## MISCELLANEOUS INCOME.

Source of Income.	Gross Income.	Miscellaneous Income.
Washington state warrants .....	\$55.57	\$55.57
Personal property in use at joint offices .....	107.44	107.44
Account of defunct firm of Keefe-Davidson Co., St. Paul .....	2.45	2.45
<b>Total .....</b>	<b>\$165.46</b>	<b>\$165.46</b>

(Page 53.)

## TAXES AND ASSESSMENTS

STATE OR TERRITORY	AD VALOREM TAX		SPECIFIC TAX		Miscellaneous	Internal Revenue, U. S. Government	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Gross or Net Earnings, Revenue or Dividends	On Traffic, or some Physical Quality of Property Operated, or on Privilege			
Idaho.....	\$233.08		\$117.24				\$117.24
Illinois.....	102.99						233.08
Iowa.....							102.99
Minnesota.....			17,614.89		\$10.41		17,625.30
Montana.....	153.76		300.00				453.76
North Dakota.....	6,129.88						6,129.88
Oregon.....	197.16						197.16
South Dakota.....	438.68						438.68
Washington.....	341.39		17,240.96	\$15.00			17,597.35
Prov. of British Columbia.....			398.98	450.00			848.98
Prov. of Manitoba.....				250.00	19.00		269.00
U. S. Gov. corporation tax.....						\$3,060.00	3,060.00
Total.....	\$7,596.04		\$35,672.07	\$715.00	\$29.41	\$3,060.00	\$47,073.42

**COMPARATIVE GENERAL BALANCE SHEET**

Page 54)

June 30, 1912		ASSETS		June 30, 1913		Increase or Decrease
Item	Amount		Item	Amount		
		Permanent and long term investments:				
		I Real property and equipment—				
		EB 1-A Investment—				
\$5,381.67		(a) Real estate, page 27.....				\$5,381.67
6,358.27		(b) Buildings and fixtures, page 27.....				7,090.42
122,450.81		(c) Equipment, page 27.....				124,898.53
	\$134,190.75	Total.....				\$137,360.92
		IV Miscellaneous—				
		EB 6 Miscellaneous investments—				
		(c) Securities, unpledged, pages 37, 39 and 40.....				\$53,034.72
\$53,034.72	\$53,034.72	Total.....				\$53,034.72
		Working assets:				
\$117,039.42		EB 7 Cash.....				\$208,954.75
15,147.91		EB 11 Traffic balances due from other companies.....				5,932.12
139,785.68		EB 12 Net balance due from agents and messengers.....				142,692.20
1,139,874.47		EB 13 Miscellaneous accounts receivable.....				1,481,104.97
4,796.75		EB 14 Materials and supplies.....				7,676.37
	\$1,416,644.23	Total.....				\$1,846,360.41
	\$1,603,869.70	Grand total.....				\$2,036,756.05
						\$432,886.35

(Page 56.) COMPARATIVE GENERAL BALANCE SHEET—Continued

June 30, 1912		LIABILITIES	June 30, 1913		Increase or Decrease
Item	Amount		Item	Amount	
\$1,000,000.00	\$1,000,000.00	Stock:	\$1,000,000.00	\$1,000,000.00	
\$13,353.19		EB 29 Capital stock, page 19			
8,117.05		Total			
32,243.14		Working liabilities:	\$19,393.21		\$6,040.02
79,248.04		EB 35 Traffic balances due to other companies	8,996.63		879.58
158,520.39		EB 36 Audited vouchers and wages unpaid	53,178.28		20,935.14
		EB 37 Miscellaneous accounts payable	86,998.67		6,850.63
		EB 41 Unpaid money orders, checks and drafts	319,267.61		160,447.22
		EB 42 Express privileges			
		Total		\$486,934.40	\$195,152.59
\$109,980.14	\$291,781.81	Deferred credit items:	\$111,319.37		\$1,339.13
		EB 47 Operating reserves			
		Total		\$111,319.37	\$1,339.23
	\$109,980.14	Profit and loss:			
	\$202,107.75	EB 53 Balance, page 31		\$438,502.28	\$236,394.53
	\$1,603,869.70	Grand total		\$2,036,756.05	\$432,886.35

(Page 59.)

## IMPORTANT CHANGES DURING THE YEAR.

Here present statements as follows: 1. All extensions of the respondent's business over transportation lines. 2. All transportation lines from which the respondent's business was withdrawn. 3. All important purchases of equipment for new lines. 4. All other important physical changes. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. All other important financial changes.

1. None.
2. None.
3. None.
4. None.
5. None.
6. None.
7. None.
8. None.
9. None.
10. None.

(Page 61.)

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of express matter or the conduct of express business, which became effective or were renewed during the year covered by this report. Give the statement in the following order, viz.: 1. Steam railroad companies. 2. Electric transportation companies or lines. 3. Steamboat or steamship companies. 4. Telegraph companies. 5. Telephone companies. 6. Other express companies. 7. United States government. 8. Other contracts.

1. None.
2. Agreement with Spokane & Inland Empire Railroad Co. was executed February 19, 1913, effective November 1, 1912, and the contract covered entire Spokane & Inland Empire system, including Coeur d'Alene & Spokane Railway, which is now, we understand, a division of the Spokane & Inland Empire Railroad.
3. None.
4. None.
5. None.
6. None.
7. None.
8. None.

(Page 63.)

## COMPARATIVE STATISTICS OF EQUIPMENT OWNED.

	June 30, 1912		June 30, 1913	
	Number.	Value.	Number.	Value.
Office Equipment:				
Four-wheel trucks .....	650	\$16,250.00	752	\$18,800.00
Office furniture and fixtures.....	...	7,843.45	...	6,576.73
Office safes .....	339	17,835.00	350	19,800.00
Horses and other draft animals.....	212	30,266.66	220	29,700.00
Vehicles:				
Double wagons .....	46	9,200.00	44	7,700.00
Single wagons .....	136	18,840.00	140	19,235.00
Sleighs .....	59	1,400.00	61	1,450.00
Stable equipment (including harness)....	...	1,995.00	...	2,062.00
Transportation Equipment:				
Car safes .....	51	7,500.00	51	7,500.00
Messenger's safes .....	182	1,820.00	210	2,850.00
Messenger's packing trunks.....	619	1,238.00	904	1,808.00
All other equipment.....	...	8,262.70	...	7,427.10
Total .....	...	\$122,450.81	...	\$124,898.83

## STATISTICS OF FINANCIAL PAPER ISSUED.

	Number.	Amount.
Money orders sold, domestic.....	195,063	\$2,281,566.48
Money orders sold, foreign.....	1,158	28,099.01
"C. O. D." checks issued.....	140,220	1,793,071.49
Total .....	336,441	\$4,102,736.98

Number of express offices in the United States, June 30, 1913..... 849  
 Number of offices in the United States at which money orders were on sale,  
 June 30, 1913 ..... 831

(Page 65.)

## OATH.

STATE OF MINNESOTA, }

ss:

County of Ramsey,

We, the undersigned, D. S. Elliott, president, and G. A. Yates, auditor, of Great Northern Express Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

D. S. ELLIOTT,

President.

G. A. YATES,

Auditor.

Subscribed and sworn to before me this 20th day of November, 1913.

W. W. OWENS,

Notary Public, Ramsey County.

My commission expires October 5, 1915.

## NORTHERN EXPRESS COMPANY.

(Page 3.)

## HISTORY.

1. Exact name of company making this report. Northern Express Company.
2. Date of organization. June 4, 1906.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. State of New Jersey. The articles of incorporation of Northern Express Company recites that the corporation was formed under and pursuant to the provisions of the act of the legislature of the state of New Jersey entitled "An act concerning corporations (revision of 1896) and the acts amendatory thereof and supplemental thereto.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
5. Date and authority for each consolidation. See answer to No. 4, above.
6. State whether respondent is a corporation, a joint-stock association, or a firm or partnership. Respondent is a corporation.
7. If a reorganized company, give name of original organization and refer to laws under which it was organized. Not a reorganized company.

(Page 5.)

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
*Howard Elliott .....	St. Paul, Minn.....	October 2, 1913
J. M. Hannaford.....	St. Paul, Minn.....	October 2, 1913
C. W. Bunn.....	St. Paul, Minn.....	October 2, 1913
W. P. Claugh.....	New York, N. Y.....	October 2, 1913
Geo. H. Earl.....	New York, N. Y.....	October 2, 1913

\*Resigned August 27, 1913.

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President .....	J. M. Hannaford.....	St. Paul, Minn.
Vice president.....	W. P. Claugh.....	New York City
Secretary .....	R. H. Reif.....	St. Paul, Minn.
Treasurer .....	C. A. Clark.....	St. Paul, Minn.
General Counsel.....	C. W. Bunn.....	St. Paul, Minn.
Comptroller .....	H. A. Gray.....	St. Paul, Minn.
Auditor .....	E. K. Punnett.....	St. Paul, Minn.
General manager.....	C. E. Cooper.....	St. Paul, Minn.
Superintendent Eastern division.....	W. S. Hay.....	St. Paul, Minn.
Superintendent Western division.....	M. G. Hall.....	Portland, Ore.

Officer to whom correspondence concerning this report should be addressed: Name, H. A. Gray; title, comptroller; official address, St. Paul, Minn.

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

1. Date of last meeting of stockholders for election of directors. October 2, 1912.
2. Date of last closing of stock books before end of year for which this report is made. As the stock is practically held by one interest there is no closing of books.
3. Total number of stockholders of record at the date required in answer to question 2. Six.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, transportation or other control the respondent on June 30, 1913? Yes.  
If control was so held, state:  
(a) The form of control, whether sole or joint. Sole.  
(b) The name of the controlling corporation or corporations. Northern Pacific Express Company.  
(c) The manner in which control was established. Purchase.  
(d) The extent of control. 99.8 per cent.  
(e) Whether control was direct or indirect. Direct.  
(f) The name of the intermediary through which control, if indirect, was established. None.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.



(Page 10.)

## EXPLANATORY REMARKS.

**Northern Pacific Railway**—Great Northern Express Company also operates over the mileage of the Northern Pacific Railway between Portland, Ore., and Seattle, Wash.; American Express Company also operates over the mileage of the Northern Pacific Railway between Portland, Ore., and Tacoma, Wash.

**Camas Prairie Railroad**—American Express Company also operates over the mileage of the Camas Prairie Railroad.

**Spokane, Portland & Seattle Railway**—Great Northern Express Company operates jointly with this company over the entire mileage of the Spokane, Portland & Seattle Railway.

**Oregon Trunk Railway**—Great Northern Express Company operates jointly with this company over the entire mileage of the Oregon Trunk Railway. The American Express Company also operates over the mileage of the Oregon Trunk Railway between Metolius, Ore., and Bend, Ore., but not jointly.

**Chicago, Burlington & Quincy Railroad**—The Northern Express Company operates over the mileage of the Chicago, Burlington & Quincy Railroad between Chicago, Ill., and St. Paul, Minn., direct. There are no intermediate offices. The Great Northern Express Company and the Adams Express Company also operate on the line.

**Midland Railway of Manitoba** (mileage included with Northern Pacific Railway)—The Great Northern and Canadian Northern Express Companies also operate on this line (Canadian boundary to Winnipeg).

(Page 11.)

## MILEAGE COVERED.

Name of every steam road over which the respondent operates:

Name of Road.	Miles.
Northern Pacific Railway, main line and branches, including the Camas Prairie Railroad, the Midland Railway of Manitoba and the Cuyuna Northern Railway .....	6,312.54
Minnesota & International Railway .....	177.34
Big Fork & International Falls Railway .....	34.00
Spokane, Portland & Seattle Railway .....	544.52
Columbia & Puget Sound Railway .....	34.00
Centralia Eastern Railway .....	10.00
Oregon Trunk Railway .....	156.91
Chicago, Burlington & Quincy Railroad .....	430.87
North Yakima & Valley Railway .....	37.42

Total ..... 7,737.60

Changes have taken place in the mileage operated during the year as follows:

## There Were Added.

	Miles.
Aug. 1, 1912. Wilton Branch in North Dakota, constructed .....	92.40
Aug. 1, 1912. Mandan North Branch in North Dakota, constructed ...	52.84
Aug. 1, 1912. Glendive East Branch in Montana, constructed .....	54.81
Dec. 15, 1912. Midland Railway of Manitoba, leased .....	73.70
Dec. 29, 1912. Cuyuna Northern Railway in Minnesota, constructed ...	8.88
Dec. 31, 1912. Wilkeson Branch in Washington, constructed .....	.46

Total additions ..... 282.89

## Deductions.

Jan. 1, 1913. Palouse & Lewiston Branch in Washington, track transferred to sidings .....	.19	
June 30, 1913. Boulder Branch in Montana, track taken up .....	1.61	
June 30, 1913. Corrections in rechainning .....	.34	

Total deductions ..... 2.14

Net additions ..... 280.75

Mileage operated June 30, 1912. .... 6,031.79

Mileage operated June 30, 1913. .... 6,312.54

(Page 12.)

## EXPLANATORY REMARKS.

**United Railways Company**—The Great Northern Express Company operates jointly with this company over the entire mileage of the United Railways Company.

(Page 13.)

## MILEAGE COVERED.

Names of all lines other than steam roads over which the respondent operates. Observe the following order: (1) Electric lines, (2) steamboat lines, (3) stage lines, (4) miscellaneous lines.

Name of Carrier.	Miles.
1. Everett Railway, Light & Water Company.....	8.00
United Railways Company.....	33.60
Walla Walla Valley Railway .....	14.10
2. Inland Navigation Co. ....	42.00
Inland Navigation Co. ....	74.00
Inland Navigation Co. ....	60.00
Inland Navigation Co. ....	80.00
Navy Yard Route .....	25.00
Shelton Transportation Co. ....	20.00
Wilson Navigation Co. ....	14.00
Total .....	370.70

(Page 15.)

## MILEAGE BY STATES AND TERRITORIES.

State or Territory.	Steam Road Mileage.	Electric Line Mileage.	Steamboat Line Mileage.	Total Mileage.
Idaho .....	320.83	.....	.....	320.83
Illinois .....	185.58	.....	.....	185.58
Minnesota .....	1,223.31	.....	.....	1,223.31
Montana .....	1,499.08	.....	.....	1,499.08
North Dakota .....	1,434.86	.....	.....	1,434.86
Oregon .....	339.73	38.70	.....	378.43
Washington .....	2,302.47	17.00	235.00	2,554.47
Wisconsin .....	358.04	.....	.....	358.04
Canada (Manitoba) .....	73.70	.....	.....	73.70
Total .....	7,737.60	55.70	235.00	8,028.30

(Page 16.)

## EXPLANATORY REMARKS.

Inland Navigation Company—Seattle, Wash., to Victoria, B. C. Mileage mainly in United States waters and partly in Canadian waters, divided:

	Miles.
United States .....	68.00
Canada .....	12.00
	80.00

(Page 17.)

## MILEAGE NOT ASSIGNABLE TO STATES OR TERRITORIES.

Name of Line.	Mileage.
Inland Navigation Co., Seattle to Victoria, B. C.....	80.00

## RECAPITULATION.

Class of Carrier.	Mileage.
Steam roads .....	7,737.60
Electric lines .....	55.70
Steamboat lines .....	315.00
Total .....	8,108.30

(Page 19.)

## CAPITAL STOCK

KIND	NUMBER OF SHARES AUTHORIZED	PAR VALUE OF ONE SHARE	TOTAL PAR VALUE AUTHORIZED	TOTAL PAR VALUE OUTSTANDING	TOTAL PAR VALUE NOT HELD BY RESPONDENT	DIVIDENDS DECLARED DURING YEAR	
						Rate	Amount
Capital Stock:							
Common.....	50,000	\$100	\$5,000,000	\$5,000,000	\$5,000,000	6%	300,000.00
Out of surplus.....						2%	100,000.00
Total.....	50,000	\$100	\$5,000,000	\$5,000,000	\$5,000,000		\$400,000.00
PURPOSE OF THE ISSUE							TOTAL NUMBER OF SHARES OUTSTANDING
Contract between Northern Pacific Railway Company and Northern Pacific Express Company giving exclusive rights and running 50 years, assigned to this Company.....							50,000

## COST OF REAL PROPERTY AND EQUIPMENT

(Page 27)

ACCOUNT	Expenditures for Real Property and Equipment During the Year					Total Cost to June 30, 1912	Total Cost to June 30, 1913
	From Special Appropriations and Through Issued Securities	From Cash or Other Working Assets		Credits for Property Returned	Total		
		Directly Charged	Temporarily Charged to Operating Expenses and Adjusted				
Real property and equipment: III Equipment— (2) Other equipment—							
Office equipment.....	{ Transferred from X X\$5,479.15	\$6,603.63	\$2,236.91	\$1,078.35	\$8,767.52	\$70,028.85	\$78,796.37
Horses.....		9,825.00	11,001.38	7,743.32	8,919.70	42,978.65	34,058.95
Vehicles.....		2,130.00	4,226.18	1,540.00	3,434.18	51,240.64	47,604.46
Stable equipment.....			808.29	407.28	1,215.57	4,975.23	3,759.66
Transportation equipment.....		424.17	408.26	41.10	5,504.34	35,227.11	29,722.77
Total.....		\$18,982.80	\$18,681.02	\$10,810.05	\$10,508.27	\$204,450.48	\$193,942.21

## ADJUSTMENT OF PROPERTY ACCOUNTS THROUGH ANNUAL INVENTORY

ACCOUNT	Inventory Value on June 30			Amounts Directly Charged or Credited to Investment During Year	Adjustment of Operating Expenses
	1912	1913	Increase or Decrease		
Other equipment:					
Office equipment, transferred from X, \$5,479.15.	\$70,028.85	\$78,796.37	\$8,767.52	\$5,525.28	\$2,236.91
Horses.	42,978.65	34,058.95	8,919.70	2,081.68	11,001.38
Vehicles.	51,240.64	47,604.46	6,636.18	590.00	4,226.18
Stable equipment.	4,975.23	3,759.66	1,215.57	407.28	808.29
Transportation equipment, transferred from X, \$5,479.15.	35,227.11	29,722.77	5,504.34	383.07	408.26
Total.	\$204,450.48	\$193,942.21	\$10,508.27	\$8,172.75	\$18,681.02

(Page 29.)

## INCOME ACCOUNT.

<b>Operating Income:</b>	
<b>Express Operations:</b>	
Gross receipts from operation—Page 33	\$3,219,725.97
Express privileges—Dr.—Page 35.....	1,732,155.26
Operating revenues—Page 33.....	\$1,487,570.71
Operating expenses—Page 49.....	1,128,467.98
Net operating revenue.....	\$359,102.73
Taxes accrued—Page 53.....	55,150.75
Operating income.....	\$303,951.98
<b>Other Income:</b>	
Dividends declared on stocks owned or controlled—Page 43.....	\$7,800.00
Interest accrued on funded debt owned or controlled—Page 43.....	37,735.00
Miscellaneous income—Page 51.....	7,599.11
Total other income.....	53,134.11
Gross corporate income.....	\$357,086.09
<b>Deductions from Gross Corporate Income:</b>	
Net earnings on Spokane, Portland & Seattle Railway paid that company.....	\$17,190.91
Net earnings on United Railways Co. paid to that company.....	324.51
Total deductions from gross corporate income.....	17,515.42
Net corporate income.....	\$339,570.67
<b>Disposition of Net Corporate Income:</b>	
<b>Dividends declared—Page 19:</b>	
Six per cent declared on June 4, 1913; payable on June 30, 1913.....	300,000.00
Balance for year carried forward to credit of profit and loss.....	\$39,570.67

(Page 31.)

## PROFIT AND LOSS ACCOUNT.

<b>Debit.</b>	
Sundry uncollectible accounts.....	\$851.21
Dividends declared—Page 19: Two per cent declared on common, 1913; payable on June 30, 1913.....	100,000.00
Balance credit, June 30, 1913, carried to general balance sheet—Page 57.....	454,987.91
	\$555,839.12
<b>Credit.</b>	
Balance June 30, 1912.....	\$515,382.90
Balance for year brought forward from income account.....	39,570.67
<b>Additions for Year:</b>	
Sundry items not called for.....	885.55
	\$555,839.12

(Page 33.)

## OPERATING REVENUES.

Account.	Total Receipts.	Total Deductions.	Total Revenues.
<b>I. Revenue from Transportation:</b>			
1. Express revenue.....	\$3,359,809.59	\$182,383.30	\$3,177,426.29
Total revenue from transportation.....	\$3,359,809.59	\$182,383.30	\$3,177,426.29
<b>II. Revenue from Operations Other Than Transportation:</b>			
3. Customhouse brokerage fees.....	\$98.00	.....	\$98.00
6. Money orders, domestic.....	14,117.11	.....	14,117.11
7. Money orders, foreign.....	168.75	.....	168.75
10. "C. O. D." checks.....	27,876.12	.....	27,876.12
14. Miscellaneous revenue.....	39.70	.....	39.70
Total revenue from operations other than transportation.....	\$42,299.68	.....	\$42,299.68
Gross receipts from operation.....	\$3,402,109.27	\$182,383.30	\$3,219,725.97
Express privileges—Dr.—Page 35.....	1,732,155.26	.....	1,732,155.26
Total operating revenues...	\$1,669,954.01	\$182,383.30	\$1,487,570.71

(Page 41.)  
SECURITIES OWNED—Continued  
Marketable Securities—Stocks

NAME OF CORPORATION AND SECURITY	PAR VALUE OF SECURITIES OWNED	COST OR BOOK VALUE	DIVIDENDS DECLARED	
			Rate	Amount
Other than Express Companies—Active:				
Northern Pacific Railway.....	\$40,000	\$48,330.15	7 <sup>00</sup> / <sub>100</sub>	\$2,800.00
Colorado & Southern Railway, 2nd Preferred.....	100,000	80,430.00	4 <sup>00</sup> / <sub>100</sub>	4,000.00
Colorado & Southern Railway, Common.....	100,000	84,387.50	1 <sup>00</sup> / <sub>100</sub>	1,000.00
Total.....	\$240,000	\$193,167.65	.....	\$7,800.00

(Page 42.)  
SECURITIES OWNED—Continued  
Marketable Securities—Funded Debt

NAME OF CORPORATION OR SECURITY	PAR VALUE OF SECURITIES OWNED	COST OR BOOK VALUE	INTEREST ACCRUED	
			Rate	Amount
Other than Express Companies—Active:				
Portland City Water Bonds.....	\$50,000	\$50,500.00	5 <sup>00</sup> / <sub>100</sub>	\$2,500.00
Northern Pacific Railway General Lien 3%.....	100,000	74,404.58	3 <sup>00</sup> / <sub>100</sub>	3,000.00
Colorado & Southern Railway Refunding and Extension 4½%.....	383,000	381,598.98	4½ <sup>00</sup> / <sub>100</sub>	17,235.00
The Texas Company 6% Convertible Gold Debenture.....	250,000	253,975.00	6 <sup>00</sup> / <sub>100</sub>	15,000.00
Total.....	\$783,000	\$760,778.46	.....	\$37,735.00

(Page 34.)

## EXPLANATORY REMARKS.

Note:—The officers of the respondent claim that the item of \$100,000 paid "Northern Pacific Express Company in 1906," on page 35, represents the amortization of an intangible asset, being part of the cost of a contract and not a direct payment to a carrier for the privilege of operating on its line, and as such should be treated as an appropriation from income, or from profit and loss, and not as a payment for express privileges. It is entered on page 35, however, and carried in the total to pages 29 and 33 respectively in deference to the judgment of the statistician of the Interstate Commerce Commission.

Chicago, Burlington & Quincy Railroad, between Chicago and St. Paul, rate of compensation changed from 70% to 65% of gross earnings, effective July 1, 1912.

(Page 35.)

## AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES.

Name of Carrier and Basis of Contract.	Amount.
Northern Pacific Railway, main line and branches, 50% of gross earnings	\$1,357,389.27
Minnesota International Railway, 50% of gross earnings	11,832.80
Big Fork & International Falls Railway, 50% of gross earnings	1,961.33
*Columbia & Puget Sound Railroad, 40% of gross earnings	3,395.72
Spokane, Portland & Seattle Railway, 50% of gross earnings	66,563.52
Chicago, Burlington & Quincy Railroad Co., 65% of gross earnings	176,598.23
Centralia Eastern Railroad, 50% of gross earnings	189.21
Oregon Trunk Railway, 50% of gross earnings	2,978.78
North Yakima & Valley Railway, 50% of gross earnings	1,706.32
Everett Railway, Light & Water Co., \$100.00 per month to October 1, then \$160.00	1,741.70
United Railways Co., 50% of gross earnings	2,662.38
†Walla Walla Valley Railway	1,295.04
Inland Navigation Company, \$200.00 per month	2,400.00
Navy Yard Route, \$50.00 per month	600.00
Shelton Transportation Company, \$25.00 per month	300.00
†Wilson Navigation Co.	382.60
Sundry companies and individuals, special transportation not covered by contracts	158.36
Northern Pacific Express Co., \$5,000,000.00 capital stock	100,000.00
<b>Total</b>	<b>\$1,732,155.26</b>

\*When 40% of gross earnings does not equal earnings if shipment was handled by freight, then freight charge to be allowed. Shipment under special traffic rates: charges are divided equally.

†Six cents per 100 pounds on fruit and vegetables in carload lots, 20,000 pounds minimum between Milton-Freewater, Ore., and Walla Walla, Wash. Twelve cents per 100 pounds on less than carload shipments of fruit, vegetables and other commodities, including merchandise shipments over 100 pounds. Ten cents per shipment on merchandise under 100 pounds. Fifty per cent of the total charge on all local business handled between Milton and Walla Walla, local business to include milk and cream at express company's scale rates. Section D. matter, five cents per shipment.

‡Twenty-five cents per box perishable matter and ten cents per package of merchandise handled between Aberdeen, Wash., and Westport, Wash.

(Page 43.)

## SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

## Stocks:

Kinds of Security.	Par Value.	Dividends or Interest.
Stocks of other than express companies—Active—Pages 36, 37, and 41	\$240,000.00	\$7,800.00
<b>Total</b>	<b>\$240,000.00</b>	<b>\$7,800.00</b>
<b>Funded Debt:</b>		
Funded debt of other than express companies—Active—Pages 38, 39, and 42	\$783,000.00	\$37,735.00
<b>Total</b>	<b>\$783,000.00</b>	<b>\$37,735.00</b>

Does the respondent own or control any express securities (stock, funded debt or miscellaneous) through any intermediary which does not make an annual report to the Interstate Commerce Commission? No.

(Page 47.)

## OPERATING EXPENSES.

Account.	Amount.	Ratio to Of General Account. Per cent.	Total Operating Expenses. Per cent.
<b>I. Maintenance:</b>			
3. Office equipment .....	\$6,046.16	14.35	.54
7. Horses .....	15,398.65	36.55	1.36
8. Vehicles, repairs .....	15,968.98	37.90	1.41
9. Vehicles, renewals .....	740.00	1.76	.06
10. Stable equipment .....	3,093.52	7.34	.27
11. Transportation equipment.....	1,041.82	2.47	.09
12. Other expenses .....	50.00	.12	.01
13. Maintaining joint facilities— Dr. ....	26.71	.06	.001
14. Maintaining joint facilities— Cr. ....	231.13	.55	.02
<b>Total maintenance .....</b>	<b>\$42,134.71</b>	<b>100.00</b>	<b>3.73</b>
<b>II. Traffic Expenses:</b>			
15. Superintendence .....	\$8,148.92	20.93	.72
16. Outside agencies .....	24,956.95	64.11	2.21
17. Advertising .....	949.23	2.44	.08
18. Traffic associations .....	1,408.77	3.62	.13
19. Stationery and printing.....	3,466.28	8.90	.31
<b>Total traffic expenses.....</b>	<b>\$38,930.15</b>	<b>100.00</b>	<b>3.45</b>
<b>III. Transportation Expenses:</b>			
21. Superintendence .....	\$37,571.17	3.83	3.33
22. Office employees .....	252,961.64	25.81	22.42
23. Commissions .....	165,668.23	16.90	14.63
24. Wagon employees .....	140,424.14	14.33	12.44
25. Office supplies and expenses..	17,787.01	1.81	1.53
26. Rent of local offices.....	64,082.33	6.54	5.63
27. Stable employees .....	3,708.04	.38	.33
28. Stable supplies and expenses..	97,963.83	10.00	8.63
29. Train employees .....	132,686.54	13.54	11.76
30. Train supplies and expenses..	5,673.79	.58	.50
31. Transfer employees .....	2,971.45	.30	.26
32. Transfer expenses .....	771.62	.08	.07
33. Stationery and printing.....	35,295.61	3.60	3.13
34. Loss and damage, freight.....	17,995.30	1.84	1.60
35. Loss and damage, money.....	616.55	.06	.05
36. Damage to property.....	256.01	.03	.02
37. Injuries to persons.....	2,445.29	.25	.22
38. Other expenses .....	602.65	.06	.05
39. Operating joint facilities—Cr.	15,010.00	1.53	1.33
40. Operating joint facilities—Cr.	14,419.58	1.47	1.28
<b>Total transportation ex- penses .....</b>	<b>\$980,071.62</b>	<b>100.00</b>	<b>86.85</b>
<b>IV. General Expenses:</b>			
41. Salaries and expenses of gen- eral officers .....	\$13,549.52	20.12	1.20
42. Salaries and expenses of clerks and attendants .....	41,747.38	62.00	3.70
43. General office supplies and ex- penses .....	2,659.17	3.95	.24
44. Law expenses .....	3,051.63	4.53	.27
45. Insurance .....	4,105.70	6.10	.36
47. Stationery and printing.....	1,870.60	2.78	.17
48. Other expenses .....	347.50	.52	.03
<b>Total general expenses.....</b>	<b>\$67,331.50</b>	<b>100.00</b>	<b>5.97</b>
<b>Recapitulation of Expenses:</b>			
I. Maintenance .....	\$42,134.71	.....	3.73
II. Traffic expenses .....	38,930.15	.....	3.45
III. Transportation expenses.....	980,071.62	.....	86.85
IV. General expenses .....	67,331.50	.....	5.97
<b>Total operating expenses..</b>	<b>\$1,128,467.98</b>	<b>.....</b>	<b>100.00</b>

Ratio of operating expenses to operating revenues, 75.86 per cent.



(Page 51.)

## MISCELLANEOUS INCOME.

Source of Income.	Net Miscellaneous Income.
Interest on bank balances.....	\$7,326.79
Interest on Washington state warrants.....	272.32
Total .....	\$7,599.11

(Page 53.)

## TAXES AND ASSESSMENTS

STATE OR TERRITORY	AD VALOREM TAX		SPECIFIC TAX			MISCELLA- NEOUS	INTERNAL REVENUE, U. S. GOVERN- MENT	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds; or on Valuation Based on Earnings, or Dividends, or Other Results of Operation	On Stocks, Bonds, Loans, etc.	On Gross or Net Earnings, Revenue, or Dividends	On Traffic, or some Physical Quality of Property Operated or on Privilege			
British Columbia.....					\$139.63			\$139.63
Manitoba.....					250.00			250.00
Idaho.....	\$8.47			\$797.31	150.00			955.78
Illinois.....	224.74							224.74
Minnesota.....								
Montana.....	145.10			7,860.01				7,860.01
New Jersey.....			\$4,000.00	375.00				520.10
North Dakota.....	4,598.53							4,000.00
Oregon.....	1,432.37				200.00			4,598.53
Washington.....	548.46			29,478.64		\$15.25		1,632.37
Wisconsin.....		\$1,496.72						30,042.35
Federal corporation tax..							\$3,430.52	1,496.72
Total.....	\$6,957.67	\$1,496.72	\$4,000.00	\$38,510.96	\$739.63	\$15.25	\$3,430.52	\$55,150.75

## COMPARATIVE GENERAL BALANCE SHEET

(Page 54.)

June 30, 1912		June 30, 1913		Increase or Decrease
Item	Amount	Item	Amount	
ASSETS				
Permanent and long term investments—				
(c) Equipment, page 27				
IV Miscellaneous—	\$204,450.48		\$193,942.21	\$10,508.27
EB 6 Miscellaneous investments—	4,400,000.00		4,300,000.00	100,000.00
Contract with Northern Pacific Express Co.				
Total	\$4,604,450.48		\$4,493,942.21	\$110,508.27
Working assets:				
EB 7 Cash	\$440,258.17		\$256,084.73	\$184,173.44
EB 9 Marketable securities of other companies—				
(a) Stocks, page 41				
(b) Funded debt, page 42		\$193,167.65		
(c) Miscellaneous, page 40		760,778.46		
EB 11 Traffic balances due from other companies	953,946.11		953,946.11	
EB 12 Net balance due from agents and messengers	61,386.95		56,637.81	4,749.14
EB 13 Miscellaneous accounts receivable	144,235.92		146,174.42	1,938.50
EB 14 Materials and supplies	40,820.45		45,128.39	4,298.94
Total	4,014.23		5,531.89	1,517.66
Total	\$1,644,070.83		\$1,463,503.35	\$181,167.48
Deferred debit items:				
EB 27 Other deferred debit items	\$3,359.88			\$3,359.88
Total	\$3,359.88			\$3,359.88
Grand total	\$6,252,481.19		\$5,957,445.56	\$295,035.63

**(Page 56)**

June 30, 1912		LIABILITIES	June 30, 1913		Increase or Decrease
Item	Amount		Item	Amount	
Stock:					
EB 20	Capital stock, page 19—				
(a)	Common stock, not held by company				
					\$5,000,000.00
	Total				\$5,000,000.00
Working liabilities:					
EB 34	Loans and bills payable				100,000.00
EB 35	Traffic balances due to other companies				48,620.73
EB 36	Audited vouchers and wages unpaid				61,466.81
EB 37	Miscellaneous accounts payable				69,618.95
EB 38	Matured interest, rents and dividends unpaid				
EB 41	Unpaid money orders, checks and drafts				60,466.28
EB 42	Express privileges				162,284.88
	Total				\$502,457.65
Profit and loss:					
EB 53	Balance, page 31				454,987.91
	Grand total				\$5,957,445.56
					\$234,640.64
					60,394.99
					\$295,035.63

(Page 59.)

## IMPORTANT CHANGES DURING THE YEAR.

Here present statements as follows: 1. All extensions of the respondent's business over transportation lines. 2. All transportation lines from which the respondent's business was withdrawn. 3. All important purchases of equipment for new lines. 4. All other important physical changes. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. All other important financial changes.

1. Wilson Navigation Co., effective October 6, 1912, between Aberdeen, Wash., and Westport, Wash.

2. None.
3. None.
4. None.
5. None.
6. None.
7. None.
8. None.
9. None.
10. None.

(Page 61.)

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of express matter or the conduct of express business, which became effective or were renewed during the year covered by this report. Give the statement in the following order, viz.: 1. Steam railroad companies. 2. Electric transportation companies or lines. 3. Steamboat or steamship companies. 4. Telegraph companies. 5. Telephone companies. 6. Other express companies. 7. United States government. 8. Other contracts.

1. None.  
2. None.  
3. Wilson Navigation Co., effective October 6, 1912, can be terminated on sixty days' written notice by either party. Service between Aberdeen, Wash., and Westport, Wash.; compensation, 25c per box of perishable matter and 10c per package of merchandise.

4. None.
5. None.

6. American Express Co.—Effective July 24, 1912; agreement made to carry fresh fish between Duluth and St. Paul on prorate of earnings based on locals between the points carried.

American Express Co.—Effective January 14, 1913; discontinued January 30, 1913; temporary tonnage on prorate basis, between Wallace, Ida., and Burke, Ida., account snow blockade on O. W. R. R. & N. Co.

American Express Co.—Effective March 13, 1913; agreement made to carry American Express Co.'s business, except from competitive points, in the Walla Walla, Wash., Lewiston, Ida., and Coeur d'Alene, Ida., districts, and Spokane, also business originating in Spokane destined to Nez Perce, Ida.; American Express Co. to carry Northern Express Co.'s business between Riparia, Wash., and Wallace, Ida., that originates in the Walla Walla country; basis of compensation rate, prorate.

American Express Co.—Effective May 29, 1913; discontinued, June 5, 1913; temporary tonnage on rate prorate basis between Wallace, Ida., and Burke, Ida., account washout troubles.

Great Northern Express Co.—Effective January 22, 1913; discontinued January 29, 1913; temporary tonnage arrangement made to carry Great Northern Express Co.'s business between Spokane and Moscow on two-thirds rate account interruption of service on Spokane-Inland Railway.

Western Express Co.—Effective September 1, 1912; arrangement made June 14, 1911, to handle Dominion Express Co.'s business on tonnage basis, two-thirds rate, change to rate prorate, and western business to and from exclusive offices of that company from and to Seattle via either Sumas or Spokane, included; the arrangement was subsequently modified to cover Northern Express Co.'s business only which originates in Seattle destined to points in the United States which has to be routed through Canada, and business originating at Western Express Co.'s offices in the United States, destined to Seattle which has to pass through Canada in transit; basis of compensation, rate prorate.

7. None.
8. None.

(Page 63.)

## COMPARATIVE STATISTICS OF EQUIPMENT OWNED.

	June 30, 1912		June 30, 1913	
	Number.	Value.	Number.	Value.
Office equipment:				
Four-wheel trucks .....	715	\$20,760.30	704	\$21,121.18
Office furniture and fixtures; transferred to office safes, \$216.25; transferred to messenger's safes, 14.67; transferred from other equipment, \$5,493.82.....	...	12,910.80	...	18,492.19
Office safes, transferred from office furniture and fixtures, \$216.25.....	309	36,357.75	319	39,183.00
Horses and other draft animals.....	249	42,978.65	251	34,058.95
Vehicles:				
Automobiles .....	2	4,500.00	2	3,880.00
Double wagons .....	81	21,042.13	76	20,136.65
Single wagons .....	117	24,215.19	122	22,183.64
Sleighs .....	47	1,483.32	49	1,404.17
Stable equipment (including harness)....	...	4,975.23	...	3,759.66
Transportation equipment:				
Car safes .....	78	16,012.85	78	16,012.85
Messenger's safes, transferred from office furniture and fixtures, \$14.67....	308	6,060.54	326	6,357.51
Messenger's packing trunks.....	357	3,990.00	357	3,780.00
All other equipment, transferred to office furniture and fixtures, \$5,493.82.....	...	9,163.72	...	3,572.41
Total .....	...	\$204,450.48	...	\$193,942.21

## STATISTICS OF FINANCIAL PAPER ISSUED.

	Number.	Amount.
Money orders sold, domestic.....	196,742	\$2,102,280.76
Money orders sold, foreign.....	462	12,146.28
"C. O. D." checks issued.....	136,352	1,675,117.64
Total .....	333,556	\$3,789,544.68

Number of express offices in the United States, June 30, 1913.....	748
Number of offices in the United States at which money orders were on sale, June 30, 1913 .....	742

(Page 65.)

## OATH.

STATE OF MINNESOTA, }

ss:

County of Ramsey.

We, the undersigned, J. M. Hannaford, president, and H. A. Gray, comptroller, of Northern Express Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

J. M. HANNAFORD,  
President.  
H. A. GRAY,  
Comptroller.

Subscribed and sworn to before me this 15th day of November, 1913.

W. J. BARRON,

Notary Public, Ramsey County, Minn.

My commission expires October 14, 1920.

## UNITED STATES EXPRESS COMPANY.

(Page 3.)

## HISTORY.

1. Exact name of company making this report. United States Express Company.
2. Date of organization. April 22, 1854.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. The United States Express Company is not a corporation; it is an unincorporated association or partnership of persons associated together to do an express business, each with full partnership liability for the company's obligations. It was organized in the state of New York, but not pursuant to statute, either general or special, but pursuant to an agreement among its members.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
5. Date and authority for each consolidation. None.
6. State whether respondent is a corporation, a joint-stock association, or a firm or partnership. Unincorporated association.
7. If a reorganized company, give name of original organization and refer to laws under which it was organized. Not a reorganized company.

(Page 5.)

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
Duncan I. Roberts.....	New York City.....	When successor is elected
Frank H. Platt.....	New York City.....	When successor is elected
Charles C. Tegethoff.....	New York City.....	When successor is elected
Joseph W. Harriman.....	New York City.....	When successor is elected
Edward T. Platt.....	New York City.....	When successor is elected
William H. Averell.....	New York City.....	When successor is elected

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President .....	Duncan I. Roberts.....	New York City
Secretary .....	Charles C. Tegethoff.....	New York City
Treasurer .....	Clarence D. Martin.....	New York City
Counsel.....	Branch P. Kerfoot.....	New York City
Comptroller.....	Charles A. Lutz.....	New York City
Traffic manager.....	M. T. Jones.....	New York City

Officer to whom correspondence concerning this report should be addressed:  
Name, Charles A. Lutz; title, comptroller; official address, 47 West St., New York City.

(Page 7.)

## CORPORATIONS CONTROLLED BY RESPONDENT.

## Active Corporations:

Name.	Sole or Joint.	Control		Direct or Indirect.
		How Established.	Extent.	
Borough Express Company..	Sole	Ownership of all stock	Total	Direct
United States Express Realty Company .....	Sole	Ownership of all stock	Total	Direct

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

1. Date of last meeting of stockholders for election of directors. The last meeting of the board of directors for the election of directors was held May 9, 1913. Directors are elected by the board of directors.
2. Date of last closing of stock books before end of year for which this report is made. The stock books of the company were not closed during the fiscal year ended June 30, 1913.
3. Total number of stockholders of record at the date required in answer to question 2. 1,572 on June 30, 1913.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, transportation or other control the respondent on June 30, 1913? No.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913. No.

(Page 10.)

## STEAM RAILROADS AND ELECTRIC LINES OPERATED IN PART OR JOINTLY BY THIS AND OTHER EXPRESS COMPANIES.

**Atlantic City Railroad Company**—Cape May branch between Cape May Junction, N. J., and Woodbine, N. J., United States Express Company and Adams Express Company. Adams Express Company doing no local business. Mileage, 31.5 miles.

**Baltimore & Ohio Railroad Company**—Between Ravenna, Ohio, and Miles Junction, Ohio, and between Okron, Ohio, and Warwick, Ohio, the Baltimore & Ohio and Pennsylvania Railroads are joint owners. Both United States Express and Adams Express do through and local business thereon. Between Butler, Pa., and Pittsburgh, Pa., the American Express does through business only on Baltimore & Ohio Railroad and Pennsylvania Railroad trains over Baltimore & Ohio tracks. Between Columbus, Ohio, and Newark, Ohio, 33 miles, owned jointly by Pennsylvania Railroad and Baltimore & Ohio Railroad. Adams Express and United States Express each do local express business thereon.

**Baltimore & Ohio Southwestern Railroad Company**—Occupied by American Express Company for through business between North Vernon, Ind., and C. C. C. & St. L. Junction over C. C. C. & St. L. R. R.

**Beaumont, Sour Lake & Western Railway**—28.04 miles K. C. S., occupied by Wells, Fargo & Company Express and by United States Express Company for through business.

**Central Railroad Company of New Jersey**—New York & Long Branch Railway, United States and Adams Express Company operates exclusively the trains of the Central Railroad of New Jersey passing over the tracks of the New York and Long Branch Railway, extending from the east end of Raritan draw bridge to Pt. Pleasant, N. J. Mileage, 36.9 miles, and the Adams Express Company operates exclusively the trains of the Pennsylvania Railroad Company operating over the same tracks.

**Chicago & Eastern Illinois Railroad**—C. C. C. & St. L. R. R. tracks used between Pana, Ill., and Lenox, Ill., United States Express doing local business thereon, on C. & E. I. trains, and American Express on C. C. C. & St. L. trains.

**Chicago, Rock Island & Pacific Railway**—On Union Pacific Railroad: Council Bluffs, Iowa, to South Omaha, Neb., 7.10 miles, United States Express and American Express both doing business at Council Bluffs and Omaha. Limon, Colo., to Denver, Colo., 89.78 miles, United States Express, through business; American Express, both local and through. Kansas City, Mo., to Topeka, Kans., 67.35 miles, the United States Express through business; American Express, both local and through.

On Denver & Rio Grande Railroad: Roswell, Colo., to Pueblo, Colo., 44.84 miles, United States Express through business; Globe Express, local and through.

On Iowa Central Railway: Manly Junction, Iowa, to Northwood, Iowa, 11.33 miles, United States Express and Adams Express, local and through.

On Chicago, Milwaukee & St. Paul Railway: Comus Junction, to Rosemount, Minn., 27.07 miles, United States Express and Wells, Fargo & Company Express local and through. Newport, Minn., to St. Paul, Minn., 8.13 miles, United States Express, through business only; Wells, Fargo & Company and Adams Express, both local and through. St. Paul, Minn., to Minneapolis, Minn., 10.12 miles, United States Express, through business only; Wells, Fargo & Co., Express, local and through.

On Chicago, Burlington & Quincy Railroad: Cameron Junction to Harlem, Mo., 54.30 miles, United States Express, through business only; Adams Express, local and through. Harlem to Rushville, Mo., 45.76 miles, United States Express, through business only; Adams Express, local and through.

On Minneapolis & St. Louis Railroad: Valley Junction to Gowrie, Iowa, 62.23 miles, United States Express, through business only; Adams Express, local and through.

Trackage leased to Fort Dodge, Des Moines & Southern Railway, from Swanwood Junction to North Line of Brook street, 4.43 miles; American Express doing through business only.

Has trackage right over the Des Moines Union Railroad, Des Moines, .22 miles; American, United States and Wells Fargo Express Companies doing through business only.

Has trackage over Chicago & Great Western Railroad, Mason City, Iowa, to Manly Junction, Iowa, 10.70 miles; United States Express and Wells Fargo & Company doing through business only.

**Chicago, Rock Island & Pacific Railway**—Trackage rights leased to Chicago, Milwaukee & St. Paul Railway, Nahant (Davenport, Iowa), to Culver (Muscatine, Iowa), 25 miles, United States Express and Wells, Fargo & Company do both local and through business.

**St. Paul & Kansas City Short Line Railroad**—Trackage rights leased to Iowa Central Railroad: Northwood, Iowa, to Albert Lea, Minn., 16.67 miles, United States Express and Adams Express do both local and through business.

Trackage leased to Chicago, Burlington & Quincy Railway between Burlington, Iowa, and Mediapolis, Iowa, 13.78 miles, Adams Express do through business; United States Express, local and through.

Trackage leased to Fort Dodge, Des Moines & Southern Railway, from a point near C. G. W. Junction to Union Depot, Des Moines, Iowa, 1.317 miles, American Express does through business only.

**Cleveland, Southwestern & Columbus Railway**—Occupied by the United States Express, Wells, Fargo & Company Express, and Electric Package Agency.

**Cincinnati, Hamilton & Dayton Railway**—Occupied by Wells, Fargo & Company for through business between Dayton, Ohio, and Cincinnati, Ohio, under trackage rights of Erie Railroad.

**Dayton & Union Railroad**—American Express does through business between Dayton and Union City, Dayton and Greenville, and Dayton and Arcanum.

**Frederick Railroad**—United States Express operates road from Frederick, Md., to Myersville, Md., also branch from Braddock Heights, Md., to Jefferson, Md.; mileage, 18.03 miles. American Express operates this road from Frederick, Md., to Thurmont, Md.; mileage, 17.3 miles.

**Grand Rapids, Holland & Chicago Electric Railway**—American Express and United States; the former between Grand Rapids, Mich., and Holland, Mich., 23.80 miles; and the latter between Holland, Mich., and Saugatuck, Mich., including Macatawa Park Branch, 15.90 miles.

**Lake Shore Electric Railway**—Occupied by United States Express, Wells, Fargo & Company Express and Electric Package Agency.

**Lake Shore & Michigan Southern Railway**—United States and American; United States doing through business only between Buffalo, Cleveland, Sandusky, Toledo, Detroit and Chicago; American Express doing both local and through business.

**Lehigh & New England Railroad**—United States Express Company operates all of the Lehigh & New England Railroad lines in the state of Pennsylvania; Wells, Fargo & Company Express operate all that part of road in the States of New Jersey and New York.

**Lehigh Valley Railroad**—Tomhicken Branch, between Gum Run, Pa., and Hazleton Junction, Pa., 10.4 miles. New Boston Branch, between Laurel Junction, Pa., and New Boston Junction, Pa., 5.2 miles. These lines are occupied exclusively by the Adams Express Company.

The United States Express Company and the Adams Express Company occupy jointly between Hazleton, Pa., passenger station and Laurel Junction, Pa., a distance of 12.2 miles.

**New Orleans, Texas & Mexico Railroad**—New Orleans, Texas & Mexico has trackage rights over Y. & M. V., 94.65 miles. American Express Company. United States Express Company does through business on said mileage.

Eighteen and fifty one-hundredths (18.50) miles trackage rights over K. C. & W. Fargo & Company Express. United States Express Company does through business on said mileage.

**Northern Ohio Traction & Light Company**—Occupied in part each by United State Express, American Express, Wells, Fargo & Company Express, and Electric Package Agency.

**Peoria & Pekin Union**—Occupied by United State Express, Adams Express and Wells, Fargo & Company Express between Peoria and Pekin, Ill.

**Pere Marquette Railroad**—United States Express and Dominion Express, the latter on Canadian lines only.

**Pittsburgh, Shawmut & Northern Railroad**—The United States Express Company operates on all of the Pittsburgh, Shawmut & Northern Railroad lines with the exception of the Clarion River Railroad, which is controlled by the Pittsburgh, Shawmut & Northern. The line runs from Croyland, Pa., to Halliton, Pa., a distance of 11.6 miles. Does not connect at any point with the Pittsburgh, Shawmut & Northern Railroad. The Adams Express Company operates over this railroad.

**Rock Island, Arkansas & Louisiana Railroad**—35.20 miles, trackage rights over L. & A., Southern Express Company. United States Express Company has through service over this mileage.

Two and sixty-eight one-hundredths (2.68) miles, trackage over L. R. & N. American Express Company. United States Express Company has through service.

**St. Louis & San Francisco Railroad**—2.05 miles, trackage rights over K. C. C. & S., Wells Fargo & Company Express. United States Express Company has through service.

**St. Louis, San Francisco & Texas Railway Company**—9.18 miles, trackage rights over H. & T. C., Wells Fargo & Company Express. United States Express Company has through service.

One hundred one five one-hundredths (100.05) miles, trackage rights over G. C. & S. F., Wells Fargo & Company Express. United States Express Company has through service.

(Page 11.)

#### MILEAGE COVERED.

Name of every steam road over which the respondent operates:

Name of Road.	Miles.
Arkansas, Louisiana & Gulf Ry.....	61.00
Atchison & Eastern Bridge Co.....	.36
Atlantic Northern & Southern Ry.....	54.39
Baltimore & Ohio R. R. System:	
Baltimore & Ohio R. R., Cleveland, Lorain & Wheeling,	
Cleveland Terminal Valley, Ohio & Little Kanawha.....	3,246.98
Baltimore & Ohio Chicago Terminal.....	30.58
Sandy Valley & Elkhorn R. R.....	30.57
Baltimore & Ohio Southwestern R. R., Terminal R. R. Association of St. Louis.....	974.52
	<hr/> 4,281.65



Bloomsburg & Sullivan R. R.....	28.52	
Cape Girardeau Northern Ry.....	106.00	
Central Indiana Ry.....	128.83	
Central R. R. Co. of New Jersey.....	528.60	
Central Railway Co. of Arkansas.....	6.71	
Chicago & Illinois Midland Ry.....	25.60	
Chicago, Rock Island & Pacific Ry. System:		
Chicago, Rock Island & Gulf Ry.....	457.47	
Chicago, Rock Island & Pacific Ry.....	5,983.81	
Choctaw, Oklahoma & Gulf R. R.....	1,091.12	
Rock Island, Arkansas & Louisiana R. R.....	346.19	
St. Paul & Kansas City Short Line R. R.....	130.53	
		8,009.12
Cincinnati, Bluffton & Chicago R. R.....	48.24	
Cincinnati, Hamilton & Dayton R. R.....	980.72	
Clinton, Oklahoma & Western Ry.....	52.87	
Cornwall R. R.....	11.20	
Cumberland & Pennsylvania R. R.....	31.90	
Dayton & Union R. R.....	47.00	
Delaware, Lackawanna & Western R. R.....	949.33	
Duluth & Iron Range R. R.....	151.50	
Elgin, Joliet & Eastern Ry.....	73.04	
Genessee & Wyoming R. R.....	10.66	
Hampshire & Southern Ry.....	37.70	
Kanawha & Michigan Ry.....	169.81	
Lake Shore & Michigan Southern Ry.....	806.75	
Lakeside & Marblehead R. R.....	7.00	
Lehigh & New England R. R.....	72.70	
Lehigh Valley R. R.....	1,188.45	
Marietta, Columbus & Cleveland R. R.....	48.00	
Morgantown & Kingwood R. R.....	47.90	
New Iberia & Northern R. R.....	86.00	
New Jersey & Pennsylvania R. R.....	26.00	
Paris & Mt. Pleasant R. R.....	50.90	
Peoria & Pekin Union Ry.....	12.00	
Pere Marquette R. R.....	2,027.79	
Philadelphia & Reading Ry. System:		
Atlantic City R. R.....	161.70	
Philadelphia & Reading Ry., Wilmington & Northern R. R...	1,139.12	1,300.82
Pittsburgh, Shawmut & Northern R. R.....	259.67	
Quannah, Acme & Pacific Ry.....	80.00	
Rahway Valley Co., Lessee.....	8.40	
Raritan River R. R.....	13.40	
St. Louis & San Francisco R. R. System:		
Beaumont, Sour Lake & Western Ry.....	118.34	
Chicago & Eastern Illinois R. R., St. Louis & Merchants		
Bridge Terminal Ry.....	904.90	
Evansville & Terre Haute R. R.....	286.05	
Ft. Worth & Rio Grande Ry.....	230.46	
Kansas City, Ft. Scott & Memphis Ry.....	832.35	
Kansas City, Memphis & Birmingham R. R.....	264.68	
Louisiana Southern Ry., New Orleans, Texas & Mexico R.		
R.....	334.23	
Orange & Northwestern R. R.....	61.55	
Paris & Great Northern R. R.....	16.26	
Brownwood, North & South Ry., St. Louis & San Francisco		
R. R.....	3,438.74	
St. Louis, San Francisco & Texas Ry.....	235.17	
		6,722.73
St. Louis & Missouri Southern Ry.....	8.25	
Staten Island Rapid Transit Ry.....	17.60	
Toledo & Ohio Central Ry.....	405.97	
Twin Mountain & Potomac R. R.....	26.60	
Unadilla Valley Ry.....	19.13	
Warren & Ouachita Valley Ry.....	16.00	
Washington Run R. R.....	4.00	
West Virginia & Northern R. R.....	11.00	
White Deer & Loganion Ry.....	24.40	
Williamsport & North Branch R. R.....	44.40	
Wildwood & Delaware Bay Short Line R. R.....	4.40	
Total .....		29,133.01

(Page 13.)

## MILEAGE COVERED.

Names of all lines other than steam roads over which the respondent operates. Observe the following order: (1) Electric lines, (2) Steamboat lines, (3) Stage lines, (4) Miscellaneous lines.

Name of Carrier.	Miles.
1. Aurora, Elgin & Chicago.....	76.35
Benton Harbor, St. Joe Ry. & Light Co.....	38.00

Bluffton, Geneva & Celina Traction Co.....	17.89
Cassville & Western R. R.....	4.51
Chambersburg, Green Castle & Waynesboro St. Ry.....	24.00
Chicago & Milwaukee Electric R. R.....	84.39
Chicago, South Bend & Northern Indiana Ry.....	68.07
Chicago & Interurban Traction Co.....	32.24
Detroit United Ry.....	365.01
Elgin & Belvidere Electric.....	86.40
Fort Wayne & Northern Indiana Traction Co.....	138.89
Frederick Railroad Co.....	18.03
Galesburg & Kewanee Electric Ry.....	9.00
Grand Rapids, Holland & Chicago Ry.....	15.90
Hagerstown Railway Co., of Washington County, Maryland.....	38.29
Illinois Traction System.....	417.15
Indiana Rys. & Light Co.....	28.28
Lake Erie, Bowling Green & Napoleon Ry.....	25.60
Marion, Bluffton & Eastern Traction.....	31.55
Maryland Electric R. R.....	25.30
Michigan United Traction.....	165.91
Milwaukee Northern Ry.....	56.51
Muncie & Portland Traction.....	31.70
New Midland Power & Traction Co.....	6.13
Ohio Electric Co.....	571.69
Otsego & Herkimer R. R.....	57.99
Rockford & Interurban Ry.....	78.29
Southeastern Ohio Railway, Light and Power Co.....	15.00
Southern Michigan Railway.....	35.00
Terre Haute, Indianapolis & Eastern Traction.....	403.95
Toledo & Chicago Interurban Ry.....	41.00
Toledo & Indiana Traction.....	55.80
Toledo & Western R. R.....	80.30
Union Traction Co. of Indiana.....	359.00
West Chester, Kennett & Wilmington Electric Ry.....	26.40
Winona Interurban Ry.....	67.93
2. Norfolk & Washington Steamboat Co.....	195.70
Pere Marquette Line of Steamers.....	160.00
Potomac & Chesapeake Steamboat Co.....	104.00
3. None.	
4. None.	

Total .....	4,007.15
-------------	----------

(Page 15.)

## MILEAGE BY STATES AND TERRITORIES.

State or Territory.	Steam Road Mileage.	Electric Line Mileage.	Total Mileage.
Alabama .....	106.44	.....	106.44
Arkansas .....	1,206.99	.....	1,206.99
Colorado .....	301.43	.....	301.43
Delaware .....	45.68	15.00	60.68
District of Columbia .....	11.80	.....	11.80
Illinois .....	1,787.14	687.82	2,474.96
Indiana .....	1,491.57	1,211.20	2,702.77
Iowa .....	2,279.66	.....	2,279.66
Kansas .....	1,763.81	.....	1,763.81
Kentucky .....	30.57	.....	30.57
Louisiana .....	645.61	.....	645.61
Maryland .....	335.53	76.62	412.15
Michigan .....	1,871.66	632.65	2,504.31
Minnesota .....	423.39	.....	423.39
Mississippi .....	142.79	.....	142.79
Missouri .....	2,388.81	7.51	2,396.32
Nebraska .....	250.25	.....	250.25
New Jersey .....	952.98	.....	952.98
New Mexico .....	152.96	.....	152.96
New York .....	1,316.04	57.99	1,374.03
Ohio .....	2,922.60	708.57	3,631.17
Oklahoma .....	2,856.67	.....	2,856.67
Pennsylvania .....	2,910.17	40.40	2,950.57
South Dakota .....	82.72	.....	82.72
Tennessee .....	18.03	.....	18.03
Texas .....	1,267.32	.....	1,267.32
Virginia .....	92.34	.....	92.34
West Virginia .....	1,253.21	.....	1,253.21
Wisconsin .....	.....	109.69	109.69
Total .....	28,908.17	3,547.45	32,455.62
Ontario .....	224.84	.....	224.84
Total .....	29,133.01	3,547.45	32,680.46

(Page 16.)

**EXPLANATORY REMARKS.**

Pages 17 and 51. This company has no mileage in foreign countries, nor has it any contracts with ocean-going steamship companies that would justify it in referring to them as "outside operations." It is a forwarder only, and any attempt to give a mileage, representing the distance traveled by shipments to and from foreign countries would practically represent, for isolated shipments at odd times in the year, almost the entire mileage of the Pacific and the Atlantic oceans, and more or less of the mileage in other countries. The business of this company in those countries is very limited and no figures could be furnished, which would be at all representative.

(Page 17.)

**MILEAGE NOT ASSIGNABLE TO STATES OR TERRITORIES.**

Name of Line.	Mileage.
Norfolk & Washington Steamboat Co.....	195.70
Pere Marquette Line of Steamers.....	160.00
Potomac & Chesapeake Steamboat Co.....	104.00
<b>Total</b> .....	<b>459.70</b>

**RECAPITULATION.**

Class of Carrier.	Mileage.
Steam roads .....	29,133.01
Electric lines .....	3,547.45
Steamboat lines .....	459.70
<b>Total</b> .....	<b>33,140.16</b>

**MILEAGE COVERED IN OUTSIDE OPERATIONS.**

Ocean-going mileage, New York to London, 3,390.  
 Mileage in foreign countries. The company has agencies in Genoa, Hamburg, Liverpool, London and Paris.

## MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY

(Page 25.)

DESCRIPTION OF PROPERTY	Revenues (or Income)	Expenses	Taxes	Net Income or Loss	Book Value
Chicago, Ill., 442 Washington st. ....	\$7,500.00			\$7,500.00	\$100,000.00
Hoboken, N. J., Jackson and Harrison sts. ....			\$701.79	701.79	61,920.78
Jersey City, N. J., 8th and Henderson sts. ....					35,208.74
Jersey City, N. J., 91 Monitor st. ....			45.97	45.97	2,733.95
New York City, 591 Lexington av. ....	3,244.50	\$1,220.34	558.98	1,465.18	39,755.18
New York City, 50 Trinity Place. ....	12,500.04	2,629.37	3,876.79	5,993.88	218,678.13
New York City, 68 Trinity Place. ....	24.98		704.02	679.04	40,920.82
New York City, 103-5 Greenwich st. ....	25.00		1,280.22	1,255.22	109,953.45
Rochester, N. Y., 5 Otsego st. ....	360.00		49.65	310.35	2,500.00
St. Louis, Mo., 23d and Adams sts. ....			76.22	76.22	12,266.00
St. Paul, Minn., 3d and Rosabel sts. ....	1,500.00			1,500.00	10,500.00
Toledo, O., 78 Ottawa st. ....	30.51			1.71	5,540.80
Toledo, O., 137-43 Broadway. ....	72.50		60.06	12.44	4,000.00
Total .....	\$25,257.53	\$3,849.71	\$7,382.50	\$14,025.32	\$643,677.83

(Page 19)

## CAPITAL

KIND	Number of Shares Authorized	Par Value of One Share	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value Not Held by Respondent	Dividends Declared During the Year	
						Rate	Amount
Common Shares.....	100,000	\$100	\$10,000,000	\$10,000,000	\$10,000,000		
Total.....	100,000	\$100	\$10,000,000	\$10,000,000	\$10,000,000		

  

PURPOSE OF THE ISSUE				Total Number of Shares Outstanding	Total Cash Realized
Issued for cash—common, preferred.....				See note	See note
Issued for real property and equipment—common, preferred.....				See note	See note
Issued for acquisition of securities—common, preferred.....				See note	See note
Issued for—common, preferred.....				See note	See note
Prior to 1887.....				See note	See note
Issued for purchase of Baltimore & Ohio Express.....				\$70,000.00	See note
				30,000.00	See note
Total.....				\$100,000.00	See note

NOTE:—At the organization of the Company, its ownership was divided into 5,000 interests. From time to time down to March, 1876, the interests were increased to 70,000. There are no records which show the detail of the issue of capital shares prior to that of 1887.

August, 1887, the interests were increased to 100,000. Of the increase, 15,000 constituted partial consideration for the Baltimore & Ohio Express, purchased at that time. The remaining 15,000 interests were sold for \$1,000,000.

\*No par value as that term is applied to corporate stock, but a nominal value of \$100 each.

## COST OF REAL PROPERTY AND EQUIPMENT

Page 27.)

ACCOUNT	Expenditures for Real Property and Equipment During the Year				Total Cost to June 30, 1912	Total Cost to June 30, 1913
	From Cash or Other Working Assets	Credits for Property Retired	Total			
	Directly Ch'g'd					
		\$19,004.34			\$19,004.34	\$1,125,053.77
	4,073.99			1,710.41	236,260.36	
Real property and equipment:						
I Real estate.....	47,774.17			31,961.46	186,951.43	
II Buildings and fixtures.....	9,405.94			8,364.90	377,466.17	
III Equipment:	232,259.40			25,779.40	832,222.28	
(2) Other equipment (all other equipment).....	50,141.75			45,092.43	874,236.83	
Horses.....	7,300.43			5,906.44	919,329.26	
Vehicles.....	10,314.98			9,993.98	140,422.05	
Stable equipment.....					146,328.49	
Transportat in equipment.....					188,355.22	
Total.....					198,349.20	
Total.....	\$380,275.00		\$284,020.44	\$96,254.56	\$3,960,968.11	
Total.....					\$4,037,222.67	

## RESERVES FOR ACCRUED DEPRECIATION—CR.

ACCOUNT						
	Amounts Credited During the Year	Amounts Charged During the Year	Net Balance for the Year	Total on June 30, 1912	Total on June 30, 1913	
(a) Buildings and fixtures.....	\$7,472.10	.....	\$7,472.10	\$53,620.05	\$61,092.15	
(c) Other equipment (all other equipment).....	9,381.36	.....	9,332.70	33,519.52	62,852.22	
Office equipment.....	8,331.84	.....	7,945.74	153,448.85	161,394.59	
Horses.....	140,521.54	.....	\$5,720.32	239,172.55	183,452.23	
Vehicles.....	22,919.69	.....	21,914.75	439,350.53	461,265.28	
Stable equipment.....	5,789.40	.....	5,766.85	56,851.62	61,618.37	
Transportation equipment.....	2,926.08	.....	2,797.68	45,454.96	48,232.64	
Total.....	\$107,342.01	\$197,832.51	\$490.50	\$1,040,417.98	\$1,030,927.48	

(Page 29.)

## INCOME ACCOUNT.

## Operating Income:

## Express Operations:

## Gross receipts from operation—Page

33 ..... \$21,620,709.66

Express privileges—Dr.—Page 35.... 10,446,375.84

Operating revenues—Page 33..... \$11,174,333.82

Operating expenses—Page 49..... 11,145,177.74

Net operating revenue..... \$29,156.08

Total net revenue..... \$29,156.08

Taxes accrued—Page 53..... 138,667.67

Operating loss ..... \$109,511.59

## Other Income:

Separately operated properties—Profit  
—Page 33 .....

\$124,678.55

Dividends declared on stocks owned or  
controlled—Page 43 .....

16,176.00

Interest accrued on funded debt  
owned or controlled—Page 43.....

191,610.00

Interest on other securities, loans, and  
accounts .....

10,269.64

Net income from miscellaneous invest-  
ments—Physical property—Page 25..

14,025.32

Total other income..... 356,759.51

Gross corporate income..... \$247,247.92

## Deductions from Gross Corporate Income:

## Other interest .....

\$870.83

## Rent of cars.....

1,545.13

## Baltimore &amp; Ohio R. R. contract.....

21,729.84

## Uncollectible charges .....

134.52

23,409.49

Total deductions from gross cor-  
porate income ..... 24,280.32

Net corporate income..... \$222,967.60

Balance for year carried forward  
to credit of profit and loss.... \$222,967.60

(Page 31.)

## Debit.

## PROFIT AND LOSS ACCOUNT.

## Deductions for Year:

Premium on Canada Southern bonds sold..... \$1,687.50

Maryland Steamboat Co. stock—worthless..... 4,500.00

Reduction in ledger value for proportion to June 30, 1913, of  
amount requisite to extinguish the net premium included in  
book values of funded debt owned..... 102,157.59Reserves for doubtful accounts and to provide for claims in litigation  
..... 81,563.05

Moving platform Jersey City, N. J.—worthless..... 15,300.00

Miscellaneous ..... 1,722.60

Balance credit, June 30, 1913, carried to general balance sheet—Page  
57 ..... 1,186,895.26

\$1,393,826.00

## Credit.

Balance June 30, 1912..... \$1,170,858.40

Balance for year brought forward from income account..... 222,967.60

\$1,393,826.00

(Page 33.)

## OPERATING REVENUES.

Account.		Total Revenues.
I. Revenue from Transportation:		
1. Express revenue .....		\$21,292,190.21
Total revenue from transportation.....		\$21,292,190.21
II. Revenue from Operations Other Than Transportation:		
3. Custom house brokerage fees.....	\$16,463.71	
5. Rents of buildings and other property.....	13,769.70	
6. Money orders—Domestic .....	87,964.71	
7. Money orders—Foreign .....	911.54	
8. Traveler's cheques—Domestic .....	1,151.87	
9. Traveler's cheques—Foreign .....	795.24	
10. "C. O. D." checks.....	183,260.84	
11. Telegraphic transfers .....	406.75	
12. Letters of credit.....	146.31	
13. Other revenue—Financial department.....	26,773.53	
14. Miscellaneous revenue .....	3,124.75	
Total revenue from operations other than transportation .....		328,519.45
Gross receipts from operation.....		\$21,620,709.66
Express privileges—Dr.—Page 35.....		10,446,375.84
Total operating revenues.....		\$11,174,333.82

## SEPARATELY OPERATED PROPERTIES.

Name of Property.	Profit.	Loss.
Borough Express .....		\$22,543.33
United States Express Realty Co.....	\$147,222.48	
Net total .....	\$124,678.55	



## (Page 35.) AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES.

NAME OF CARRIER	AMOUNT	BASIS OF PAYMENT	GUARANTEE
Arkansas, Louisiana & Gulf Ry.....	\$3,104.99	50%.....	\$2,400.00
Atlantic & Eastern Bridge.....	300.00	25c cwt. for each 50 miles.	
Atlantic Northern & Southern Ry.....	758.02	50% local and through over E. B. & E. and	
Aurora, Elgin & Chicago R. R.....	12,678.55	Rockford Interurban; 25c cwt thro all other	\$12,000.00
		lines; 28c per car mile extra trips	
		(If U S Exp Co discontinue service on the	
		E. B. & E. and Rockford Interurban.....	\$8,000.00
Baltimore & Ohio System:			
Baltimore & Ohio R. R.....	1,534,520.66	40%.....	\$2,600.00
Baltimore & Ohio Chicago Terminal.....	2,599.98	40%.....	
Baltimore & Ohio Southwestern R. R.....	320,473.26	40%.....	
Baltimore, Loran & Wheeling.....	25,563.67	40%.....	
Cleveland Terminal & Valley R. R.....	19,755.22	40%.....	
Ohio & Little Kanawha.....	5,122.78	40%.....	
Ohio Valley & Elkhorn Railroad.....	762.72	40%.....	
Sandy Harbor-St Joe Ry & Light Co.....	434.96	40%.....	
Bloomaburg & Sullivan R. R.....	1,897.55	25c cwt.....	\$480.00
Bluffton, Geneva & Celina Traction.....	600.00	20c cwt., merchandise; 16c cwt., general special	\$600.00
Cape Girardeau Northern Railway.....	271.08	50%.....	
Casaville & Western Ry.....	228.66	5c cwt.....	
Central Indiana.....	1,800.00	45%.....	\$1,800.00
Central Railroad Co. of New Jersey.....	454,536.67	48% local.....	\$225,000.00
Central Railroad Co. of New Jersey.....	53,346.46	48% through.....	\$18,000.00
Central Ry. of Arkansas.....	289.83	8c cwt.....	
Chambersburg, Green Castle & Waynesboro.....	1,081.15	22½c cwt., local; 10c cwt., through; 25c per	
		car per day.....	
Chicago & Illinois Midland R. R.....	1,528.45	25c cwt.....	\$21,000.00
Chicago & Milwaukee Electric.....	43,480.74	45%.....	
Chicago, Rock Island & Pacific System:			
Chicago, Rock Island & Gulf.....	77,769.84	55%.....	\$170.00 per mile per year
Chicago, Rock Island & Pacific.....	1,811,361.76	55%.....	\$85.00 & \$170.00 per mile per year
Choctaw, Oklahoma & Gulf.....	185,277.12	55%.....	\$170.00 per mile per year
Rock Island, Arkansas & Louisiana R. R.....	55,784.04	55%.....	\$85.00 & \$170.00 per mile per year
St Paul & Kansas City Short Line.....	21,273.30	55%.....	\$85.00 & \$170.00 per mile per year
Chicago, South Bend & Northern Indiana Ry.....	6,807.00	50%.....	\$100.00 per mile per year
Chicago & Interurban Traction Company.....	3,187.22	25c cwt.....	\$2,400.00
Cincinnati, Bluffton & Chicago R. R.....	2,400.00	Double first class freight rates per cwt.....	\$2,400.00
Cincinnati, Hamilton & Dayton Ry.....	228,677.28	20% money; 45% merchandise.....	\$144,000.00.
			per year
Clinton & Oklahoma Western Ry.....	1,198.24	50%.....	Adtl. miles, \$80.00 per mile
Cornwall R. R.....	786.74	10c cwt., through; 20c cwt., local.	
Cumberland & Pennsylvania R. R.....	2,883.87	50%.....	

## AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES—Continued.

NAME OF CARRIER	AMOUNT	BASIS OF PAYMENT	GUARANTEE
Dayton & Union R. R. ....	2,883.76	25c cwt.	
Delaware, Lackawanna & Western R. R. ....	900,636.77	45% local; 48% through	\$400,000.00
Detroit United Railways .....	19,909.92	20% cwt. local, 18c cwt. through	\$20,000.00
Duluth & Iron Range R. R. ....	11,308.92	48%	\$10,000.00
Elgin & Belvidere Electric .....	4,886.00	40%	\$15.00 per round trip per day
Elgin, Joliet & Eastern Ry. ....	195.95	40%	\$100.00 per mile per year
Fort Wayne & Northern Indiana Traction .....	13,888.56	30%	
Fort Wayne & Northwestern Railway .....	2,059.79	16c cwt. mdse.; 13 1/2 cwt. general special	
Frederick Railroad Company .....	1,502.45	20c cwt. local; 10c cwt. through	
Galesburg & Kewanee Electric .....	1,740.81	25c cwt.	
Genesee & Wyoming R. R. ....	76.61	10c cwt., general special, 14c cwt., mdse.	
Grand Rapids, Holland & Chicago Ry. ....	420.93	25c cwt.	
Hagerstown Railway Co. of Washington Co., Md. ....	2,357.49	22 1/2 cwt. local, 10c cwt. through, 25c per car per day	
Hampshire Southern Ry. ....	1,222.90	8c cwt., merchandise; 10c M., money.	
Illinois Traction system .....	48,955.71	50%	\$50,000.00
Indiana Railways & Light Company .....	700.00	20c cwt. mdse.; 16c cwt. general special	\$1,200.00
Indianapolis, New Castle & Eastern Traction Co. ....	426.21	50%	\$600.00
Indianapolis, New Castle & Eastern, acquired by Union Traction Company of Indiana, October 25, 1912 .....			
Kanawha & Michigan Ry. ....	24,140.33	42%	\$7,000.00
Kokomo, Marion & Western R. R. ....	500.00	20c cwt., mdse.; 16c cwt., general special	\$1,200.00
Light Company "December 7, 1912 .....			
Lake Erie, Bowling Green & Napoleon Ry. ....	38.93	20c cwt.	\$300,000.00
Lake Shore & Michigan Southern Ry. ....	726,357.61	50%	
Lakeside & Marblehead .....	256.18	10c cwt.	
Lehigh & New England .....	2,700.00	43%	\$2,700.00
Lehigh Valley Railroad .....	502,132.32	45%	\$300,000.00
Marietta, Columbus & Cleveland R. R. ....	1,290.33	40%	\$600.00
Marion, Bluffton & Eastern Traction .....	1,256.51	16c cwt., general special; 20c cwt., mdse.	\$1,200.00
Maryland Electric Railways .....	7,885.36	50%	
Michigan United Traction .....	15,000.00	20c cwt. if carried on one division of the road; 40c cwt. if carried on more than one division of the road, 10% money charges.	\$15,000.00
Milwaukee Northern .....	1,471.12	30c cwt.	
Morgantown & Kingwood Ry. ....	3,071.83	20c cwt., mdse.; 10c M., local money, 20% through money mileage.	\$3,170.00
Muncie & Portland Traction .....	3,169.92	50%	
New Iberia & Northern R. R. ....	501.70	55%	
New Jersey & Pennsylvania R. R. ....	246.53	40%	
New Jersey & Wilmington Ferry .....	3.57	10c cwt., merchandise; 5c M., money.	

## AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES—Continued.

NAME OF CARRIER	AMOUNT	BASIS OF PAYMENT	GUARANTEE
Norfolk & Washington, D. C. Steamboat.....	5,305.50	Regular local rates to public.	\$5,250.00
Ohio Electric..	65,744.28	50%.....	\$115.00 per mile per year. In addition, \$100,000, payable as follows: \$50,000 when contract was executed and \$50,000 in five (5) annual payments of \$10,000, each, on the first day of June each year, beginning with first day of June, 1914.
Otego & Herkimer R. R. ....	7,512.07	50% local; 17c cwt., mdse., thro.; 15c cwt., general special, through.	
Paris & Mt. Pleasant R. R. ....	1,024.01	50%.....	
Peoria & Pekin Union..	838.94	18½c cwt.	
Pere Marquette.....	429,340.08	20% money; 45% merchandise.....	\$80.00 per mile per year
Pere Marquette Line Steamers.	1,064.01	30c cwt. between Milwaukee and Manitowish; 26½c cwt. between Milwaukee and Lading- ton; 26½c cwt. between Milwaukee and One- kama and Frankfort; 22½ cwt. between Pent- water, Ludington, Manitowish, Onekama and Frankfort, Michigan.	
Pittsburg, Shawmut & Northern R. R. ....	6,504.69	45%.....	\$5,000.00, but 45% must not be greater than \$7,500.00
Philadelphia & Reading System:			
Atlantic City R. R. ....	62,234.81	48%.....	\$27,000.00
Philadelphia & Reading Ry. ....	649,581.61	48% local.....	\$350,000.00
Williamson & Northern earnings included in P. & R. local.....	99,072.00	45%.....	\$38,000.00
Philadelphia & Reading Ry. ....			
Quannah, Acme & Pacific Ry. ....	2,646.49	55%.....	
Railway Valley Co. Lessee.....	983.77	14c cwt., merchandise; 10c M., money.	
River River R. R. ....	10,383.92	20c cwt.	
Rockford & Interurban Railway.....	4,695.00	45%.....	
St. Louis & San Francisco System:			
Beaumont, Sour Lake & Western Ry. ....	17,734.44	55%.....	\$85.00 and \$170.00 per mile per year
Chicago & Eastern Illinois R. R. ....	465,222.91	55%.....	\$85.00 and \$170.00 per mile per year
Evansville & Terre Haute.....	72,305.72	55%.....	\$170.00 per mile per year
Ft. Worth & Rio Grande Ry. ....	38,202.36	55%.....	\$170.00 per mile per year
Kansas City, Ft. Scott & Memphis Ry. ....	217,316.65	55%.....	\$170.00 per mile per year
Kansas City, Memphis & Birmingham R. R. ....	64,322.77	55%.....	\$170.00 per mile per year
New Orleans, Texas & Mexico R. R. ....	46,640.24	55%.....	\$85.00 and \$170.00 per mile per year
Louisiana Southern earnings included in New Orleans, Texas & Mexico.....			
Orange & Northwestern R. R. ....	10,463.52	55%.....	\$170.00 per mile per year
Paris & Great Northern R. R. ....	5,207.38	55%.....	\$170.00 per mile per year

## AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES—Continued.

NAME OF CARRIER	AMOUNT	BASIS OF PAYMENT	GUARANTEE
St. Louis & San Francisco R. R. . . . .	807,441.95	55% . . . . .	\$170.00 per mile per year
Brownwood North & South, earnings included in St. Louis & San Francisco R. R. . . . .	39,897.98	55% . . . . .	\$85.00 and \$170.00 per mile per year
St. Louis, San Francisco & Texas Ry. . . . .	7,623.05	6½c cwt. . . . .	
St. Louis & Merchants Bridge Terminal . . . . .	621.97	20c cwt. . . . .	
St. Louis & Missouri Southern . . . . .	1,999.98	50% . . . . .	\$2,000.00
Southern Michigan Ry. . . . .	9,253.04	40% . . . . .	
Staten Island Rapid Transit . . . . .	45.64	45% . . . . .	
Stuttgart & Rice Belt R. R. Co. . . . .			
Name changed to Rock Island, Stuttgart & Southern and acquired by C. R. I. & P. January 22, 1913. . . . .			
Terminal Railroad Association of St. Louis. . . . .	8,037.75	6½c cwt. . . . .	
Terre Haute, Indianapolis & Eastern Traction . . . . .	44,434.44	50% . . . . .	\$110.00 per mile per year
Toledo & Chicago Interurban Ry. . . . .	4,565.07	16c cwt., mdse.; 13½c cwt., general special. . . . .	
Acquired by Ft. Wayne & Northwestern Railway April 15, 1913. . . . .			
Toledo & Indiana Traction Co. . . . .	2,557.91	50% . . . . .	
Toledo & Ohio Central . . . . .	52,002.60	43% . . . . .	\$30,000.00
Toledo & Western R. R. . . . .	3,865.07	50% . . . . .	
Twin Aruntaun & Potomac . . . . .	83.71	50% . . . . .	
Unadilla Valley R. R. . . . .	2,404.74	13c cwt. . . . .	
Union Traction Co. of Indiana . . . . .	37,948.31	50% . . . . .	\$110.00 per mile per year
Warren & Ouchita Valley R. R. . . . .	425.22	45% . . . . .	
Washington Run R. R. & Wilmington Elec. . . . .	945.41	10c cwt., mdse.; 5c M., money. . . . .	
West Chester, Kennett & Wilmington Elec. . . . .	1,263.93	15c cwt. . . . .	
West Virginia Northern Ry. . . . .	394.35	20c cwt., mdse.; 10c M., money. . . . .	
White Deer & Loganton Ry. . . . .	206.05	20c cwt. . . . .	
Wildwood & Delaware Bay . . . . .	176.75	10c cwt. . . . .	
Williamsport & North Branch R. R. . . . .	1,948.77	10% gross business at stations; 40% mileage. . . . .	
Winona Interurban Ry. . . . .	7,811.88	50% . . . . .	\$115.00 per mile per year.
Account Baltimore & Ohio Express. . . . .	78,270.16		
Ohio Electric, account advance payment as per contract. . . . .	10,000.00		
Amount debited to "Reserve for Express Privileges," representing the approximate proportion of gross express receipts due carrying companies on traffic covered by Interurban contracts dated prior to May 1, 1912, which contracts were included in the Express privileges account. . . . .	154,205.17		

## AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES—Continued.

NAME OF CARRIER	AMOUNT	BASIS OF PAYMENT	GUARANTEE
Amount credited to "Reserves for Express Privileges," representing the approximate amount due other companies' account government shipments at the time of the Ohio Flood, the exact routing of which has not been determined.....	6,000.00		
<b>Total.....</b>	<b>\$10,446,375.84</b>		

NOTE—Mileage of Brownwood North & South Railway included in St. Louis & San Francisco; mileage of Cleveland, Lorain & Wheeling included in Baltimore & Ohio Railroad; mileage of Louisville & Nashville included in New Orleans, Texas & Mexico; mileage of Ohio & Little Kanawha included in Baltimore & Ohio Railroad; mileage of St. Louis Merchants Bridge Terminal included in Chicago & Eastern Illinois; mileage of Terminal Railroad Association of St. Louis included in Baltimore & Ohio Southwestern; mileage of Wilmington & Northern included in Philadelphia & Reading; mileage of New Midland Power & Traction Co. and Southeastern Ohio Ry., Light & Power Co., no compensation for express privileges.

(Page 36) SECURITIES OWNED—STOCKS—NOT HELD IN SINKING  
OR OTHER FUNDS

Name of Corporation and Security	Unpledged	
	Total Par Value	Cost or Book Value
<b>Stocks of System Corporations:</b>		
Express Companies—Active—		
Borough Express Company.....	5,000	5,000
Other than Express Companies—Active—		
United States Express Realty Company.....	100,000	100,000
<b>Total.....</b>	<b>\$105,000</b>	<b>\$105,000</b>

(Page 40)

## EXPLANATORY REMARKS.

## Miscellaneous Securities of Other Than Express Companies:

EB6. Miscellaneous Investments—Mortgages—	\$45,000.00
The Long Dock Company, dated February 20, 1895.....	490.00
M. T. Jones, dated June 22, 1906.....	1,200.00
J. M. Tallman, dated June 19, 1891.....	
	\$46,690.00

## (Page 41.) SECURITIES OWNED—MARKETABLE SECURITIES—STOCKS—Continued

NAME OF CORPORATION AND SECURITY	No. of Shares	Par Value of Securities Owned	Cost or Book Value	Dividends Declared	
				Rate	Amount
Express companies—active:					
Wells, Fargo & Co., Express.....	36	\$3,600.00	\$3,565.09	10	\$360.00
Other than express companies—active—					
American Telegraph & Cable Co.....	300	30,000.00	29,400.00	5	1,500.00
Beach Creek Railroad.....	200	20,000.00	21,800.00	4	800.00
Chicago, Milwaukee & St. Paul R. R., preferred stock.....	502	50,200.00	50,200.00	7	1,414.00
Chicago, Milwaukee & St. Paul R. R., common stock.....	503	50,300.00	50,384.69	5	2,530.00
Chicago, Rock Island & Pacific R. R.....	103	20,600.00	12,204.92	5	1,465.00
Kalamazoo, Allegan & Grand Rapids R. R.....	100	20,000.00	3,790.95	5.90	1,190.00
New York Central & Hudson River R. R.....	338	33,800.00	36,730.25	5	1,693.00
Norfolk & Western R. R.....	170	17,000.00	13,366.67	12	2,040.00
*Pennsylvania R. R.....	*1258	62,900.00	64,838.63	6	3,332.00
Sixth Avenue R. R.....	50	5,000.00	8,850.00	7	350.00
Total.....		\$282,500.00	\$267,861.25	.....	\$16,178.00

\*\$50.00 shares.

(Page 42.) INTEREST EARNED ON BONDS HELD FOR INVESTMENT—FOR THE YEAR ENDING JUNE 30, 1913

DESCRIPTION OF BONDS	Par Value	Rate of Interest	Amt. of Int. Earned	Book Value of Bonds
Chicago & Alton R. R. Co., Refunding, 1949.....	\$30,000	3%	\$900	\$25,200.00
New York City Corporate Stock, 1920.....	500	3%	15	450.25
Baltimore & Ohio R. R. Co., 1st Mgt., 1925.....	10,000	3 1/2%	350	8,725.00
New York Central & Hudson River R. Co., (Mich. Cent. Coll.), 1908.....	26,000	3 1/2%	910	23,273.08
Pennsylvania R. R., Conv. Gold, 1915.....	100,000	3 1/2%	3,500	97,120.00
Toledo, St. Louis & Western R. R. Co., (Prior Lien), 1925.....	25,000	3 1/2%	875	22,625.00
United States, (D. C.), 1924.....	10,000	3 1/2%	365	12,243.89
Archison, Topeka & Santa Fe Ry. Co., Genl. Mgt., 1905.....	10,000	4%	400	10,087.50
Baltimore & Ohio R. R. Co., 1st Mgt., 1948.....	20,000	4%	800	20,397.10
Baltimore & Ohio R. R. Co., (P. & L. E. & West Va. System), Rldg. Mgt., 1941.....	40,000	4%	1,600	39,425.00
Central Pacific R. R. Co., 1st Mgt., 1949.....	10,000	4%	400	10,245.80
Chicago, Rock Island & Pacific Ry. Co., Coll. Tr., 1915.....	25,000	4%	1,000	24,658.25
Chicago, Rock Island & Pacific Ry. Co., 2002.....	50,000	4%	2,000	42,513.89
Cincinnati, Indianapolis & Western R. R. Co., 1st and Rldg. Mgt., 1953.....	50,000	4%	2,000	49,500.00
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., 1st Mgt., (C. V. & C. Ry.), 1939.....	57,000	4%	2,280	55,695.97
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., 1st Mgt., (C. W. & M. Div.), 1991.....	50,000	4%	2,000	49,609.62
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., 1st Coll. Tr. Mgt., (St. L. Div.), 1900.....	30,000	4%	1,200	30,975.00
Cleveland, Cincinnati, Chicago & St. Louis Ry. Co., 1st Mgt., (S. & C. Div.), 1940.....	30,000	4%	1,200	30,962.50
Cleveland Terminal & Valley R. R. Co., 1st Mgt., (White Water Val.), 1940.....	40,000	4%	1,600	39,775.00
Des Moines & Fort Dodge R. R. Co., 1st Mgt., 1935.....	25,000	4%	1,000	24,125.00
Illinois Central R. R. Co., 1st Mgt., 1953.....	30,000	4%	1,200	30,000.00
Indiana, Illinois & Iowa R. R. Co., 1st Mgt., 1950.....	15,000	4%	600	15,675.00
Iowa Central Ry. Co., 1st Rldg. Mgt., 1951.....	30,000	4%	1,200	29,687.50
Kentucky Central R. R. Co., 1st Mgt., 1987.....	30,000	4%	1,200	29,687.50
Long Island R. R. Co., 1932.....	5,000	4%	200	4,822.22
Louisville & Jeffersonville Bridge Co., 1945.....	25,000	4%	1,000	25,325.50
Louisville & Nashville R. R. Co., 1st Mgt., 1987.....	10,000	4%	400	10,925.00
Manhattan Ry. Co., Cons. Mgt., 1940.....	50,000	4%	2,000	49,500.00
Minneapolis & St. Louis R. R. Co., 1st and Ref. Mgt., 1949.....	25,000	4%	1,000	24,831.33
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co., 1938.....	15,000	4%	600	14,982.32
Missouri, Kansas & Texas Ry. Co., 1st Mgt., 1940.....	30,000	4%	1,200	31,142.10
New York Railway Co., Real Estate and Rldg. Mgt., 1942.....	10,000	4%	400	9,175.00
New York, Lackawanna & Western R. R. Co., (Terminal Improvement), 1923.....	30,000	4%	1,200	24,350.00
Norfolk & Western Ry. Co., Cons. Mgt., 1906.....	25,000	4%	1,000	24,250.00
Norfolk & Western Ry. Co., 1st Lien and Genl. Mgt., 1944.....	10,000	4%	400	10,250.00
Northern Pacific Ry. Co., Prior Lien, 1907.....	223,000	4%	920	216,263.75
Northern Pacific, Great Northern, (C. B. & Q. Coll. Tr.), 1921.....	21,000	4%	840	22,050.00
Pacific & Missouri R. R. Co., 1st Mgt., Extended, 1938.....	20,000	4%	800	18,939.73
Pooria & Eastern R. R. Co., 1st Cons. Mgt., 1940.....	40,000	4%	1,600	37,875.00
Reading Co., (P. & R. Coal & Iron Co.), Genl. Mgt., 1907.....	40,000	4%	1,600	37,875.00
Reading Co., (C. R. & N. J. Coll.), 1951.....	31,000	4%	1,240	31,252.50
St. Louis & Cairo R. R. Co., 1st Mgt., 1931.....				

## INTEREST EARNED ON BONDS HELD FOR INVESTMENT—FOR YEAR ENDING JUNE 30, 1913—Continued

DESCRIPTION OF BONDS		Par Value	Rate of Interest	Amt. of Int. Earned	Book Value of Bonds
St. Louis & San Francisco R. R. Co., Cons. Mfge., 1906.....		35,000	4%	1,400	34,249.90
Scioto Valley & New England R. R. Co., 1st Mfge., 1909.....		10,000	4%	400	10,100.00
Southern Pacific Co. (Ent. Pac. Stock Coll.), 1949.....		30,000	4%	1,200	27,010.00
Terminal R. R. Assn. of St. Louis (Genl. Mfge. Ref. and Sinking Fund, 1953.....		20,000	4%	800	20,000.00
Union Pacific R. R. Co., 1st Mfge. R. R. and Land Grant, 1947.....		20,000	4%	800	20,962.50
Walash-Pittsburg Terminal Ry. Co., 1st Mfge. (Certificates of Deposit), 1954.....		25,000	4%	1,000	22,250.00
Wheeling & Lake Erie R. R. Co., 1st Cons. Mfge., 1949.....		25,000	4%	945	23,510.41
Central Ohio R. R. Co., Cons. 1st Mfge., 1930.....		21,000	4%	900	22,710.00
Chesapeake & Ohio Ry. Co., Genl. Mfge., 1902.....		20,000	4%	800	19,063.75
Chicago, Milwaukee & St. Paul Ry. Conv. Gold, 1932.....		14,800.00	4%	540	14,800.00
Grand Rapids & Indiana R. R. Co., 1st Mfge., 1941.....		8,000	4%	360	8,768.60
Hocking Valley Ry. Co., 1st Cons. Mfge., 1909.....		25,000	4%	1,125	26,075.00
Lehigh Valley Ry. Co. of New York, 1st Mfge., 1940.....		41,000	4%	1,640	44,119.50
Northwestern Telegraph Co., 1st Mfge. Funding, 1934.....		45,000	4%	1,845	45,875.00
Pacific of Missouri, 1st Mfge. (Carondelet Branch), 1938.....		10,000	4%	400	10,450.00
Terminal R. R. Assn. of St. Louis, 1st Mfge., 1939.....		31,000	4%	1,240	34,730.00
Toledo, Walonding Valley & Ohio R. R. Co., Series "B", 1933.....		15,000	4%	675	15,918.75
American Dock & Improvement Co., 1921.....		40,000	5%	2,000	45,412.50
Atlanta, Knoxville & Northern R. R. Co., 1st Mfge., 1945.....		7,000	5%	350	8,085.00
Broadway & Seventh Avenue R. R. Co., 1st Cons. Mfge., 1943.....		14,000	5%	700	16,485.00
Broadway Surface R. R. Co., 1924.....		23,000	5%	1,150	25,452.50
Brooklyn Union Elevated R. R. Co., 1st Mfge., 1950.....		10,000	5%	500	9,762.50
Brooklyn Union Gas Co., 1st Cons. Mfge., 1945.....		50,000	5%	2,500	58,363.75
Burlington, Cedar Rapids & Northern Ry. Co. (G. M. & D. Div.), 1st Mfge. Reg., 1934.....		25,000	5%	1,250	28,875.00
Chesapeake & Ohio Ry. Co., Cons. Mfge., 1939.....		15,000	5%	750	16,465.00
Chicago & Eastern Illinois R. R. Co., Genl. Cons. 1st Mfge., 1937.....		25,000	5%	1,250	25,493.75
Chicago & Erie R. R. Co., 1st Mfge., 1982.....		40,000	5%	2,000	46,705.42
Chicago & Northwestern Ry. Co., Sinking Fund, 1929.....		22,000	5%	1,100	24,115.00
Chicago & Northwestern Ry. Co., Sinking Fund Registered, 1929.....		11,000	5%	550	11,820.00
Chicago, Santa Fe & California Ry. Co., 1st Mfge., 1937.....		10,000	5%	500	11,650.00
Choctaw & Memphis Ry. Co., 1st Mfge., 1949.....		25,000	5%	1,250	27,809.03
Cincinnati, Hamilton & Ironton R. R. Co., 1st Mfge., 1941.....		31,000	5%	1,550	35,406.67
Cincinnati, Dayton & Dayton Ry. Co., Genl. Mfge., 1942.....		8,000	5%	400	9,120.00
Citizens Gas Light Co. of Brooklyn, Cons. 1st Mfge., 1940.....		34,000	5%	1,700	39,600.00
Cleveland, Akron & Columbus Ry. Co., Genl. Mfge., 1927.....		41,000	5%	2,050	46,840.00
Cleveland, Lorain & Wheeling, 1st Cons. Mfge., 1933.....		13,000	5%	650	14,720.00
Columbus & Ninth Ave. R. R. Co., 1st Mfge., 1903.....		28,000	5%	1,300	31,380.00
Columbus Connecting & Terminal R. R. Co., 1st Mfge., 1922.....		15,000	5%	750	16,075.00
Consolidated Traction Co., 1933.....		10,000	5%	500	10,800.00
DeLham & Hyde Park Gas & Electric Light Co., 1st Mfge., 1918.....		15,000	5%	750	16,900.00
Duluth & Iron Range R. R. Co., 1st Mfge., 1937.....		49,000	5%	2,450	55,797.50
Duluth Short Line, 1st Mfge., 1916.....		6,000	5%	300	6,310.00
Duluth, South Shore & Atlantic Ry. Co., 1st Mfge., 1937.....		39,000	5%	1,950	44,049.31

\* Interest defaulted:



Easton & Amboy R. R. Co., Registered, 1920.....	\$25,000	5%	\$1,250	\$28,700.00
Elgin, Joliet & Eastern Ry. Co., 1st Mgt., 1941.....	30,000	5%	1,500	33,797.50
Equitable Gas Light Co. of N. Y., 1st Cons. Mgt., 1932.....	50,000	5%	2,500	58,896.25
Indiana Decatur & Western R. R. Co., 1st Mgt., 1935.....	100,000	5%	5,000	64,790.00
Interboro Rapid Transit, 1952.....	40,000	5%	2,000	103,812.50
Iowa Central Ry. Co., 1st Mgt., 1938.....	30,000	5%	1,500	46,057.22
Lake Erie & Western R. R. Co., 1st Mgt., 1937.....	30,000	5%	1,500	36,150.00
Lake Erie & Western R. R. Co., 2nd Mgt., 1941.....	32,000	5%	1,600	36,590.00
Lehigh & Hudson River Ry. Co., Cons. Mgt., 1917.....	10,000	5%	500	10,440.00
Lehigh Valley Terminal Ry. Co., 1st Mgt., 1941.....	30,000	5%	1,500	32,900.00
Lexington Ave. & Pavonia Ferry R. R. Co., 1st Mgt., 1963.....	37,000	5%	1,850	44,613.61
Lockport Gas & Electric Light Co., 1st Mgt., 1920.....	10,000	5%	500	10,450.00
Long Island R. R. Co., (North Shore Branch), 1st Cons. Mgt., 1932.....	28,000	5%	1,400	31,128.33
Long Island City & Flushing R. R. Co., 1st Cons. Mgt., 1937.....	20,000	5%	1,000	23,390.00
Louisville & Nashville R. R. Co., 1st Mgt., 1937.....	15,000	5%	750	16,758.06
Milwaukee Electric R. R. & Light Co., 1st Mgt., 1924.....	10,000	5%	500	10,700.00
Minneapolis, St. Paul & Suburban R. R. Co., 1st Mgt., 1924.....	10,000	5%	500	10,700.00
Missouri Pacific Ry. Co., 1st Mgt., 1917.....	30,000	5%	1,500	32,550.00
Missouri Pacific Ry. Co., 1st Coll., 1920.....	32,000	5%	1,600	31,373.61
Monongahela River R. R. Co., 1st Mgt., 1919.....	10,000	5%	500	35,270.00
Montana Central R. R. Co., 1st Mgt., 1937.....	10,000	5%	500	1,437.50
Montauk Extension R. R. Co., 1st Mgt., 1945.....	40,000	5%	2,000	3,450.00
Nassau Electric R. R. Co., 1st Mgt., 1944.....	45,000	5%	2,250	52,496.11
New Amsterdam Gas Co., 1st Cons. Mgt., 1948.....	45,000	5%	2,250	48,745.00
New York & East River Gas Co., 1st Mgt., 1944.....	23,000	5%	1,150	26,182.50
New York & Greenway Lake Ry. Co., (Prior Lien), 1946.....	32,000	5%	1,600	36,150.00
New York & Rockaway Beach R. R. Co., 1st Mgt., 1927.....	17,000	5%	850	18,525.00
New York & Brooklyn & Manhattan Beach R. R. Co., 1st Cons. Mgt., 1923.....	34,000	5%	1,700	42,315.00
New York, Rockaway & Western R. R. Co., Cons. Mgt., 1923.....	15,000	5%	750	15,108.80
New York Railways Co., 2nd Adjusted Mgt., 1942.....	30,000	5%	1,500	31,775.00
New York, Susquehanna & Western R. R. Co., 1st Mgt., 1948.....	18,000	5%	900	20,161.43
Norfolk, Terminal & Transportation Co., 1st Mgt., 1948.....	8,000	5%	400	18,897.00
North Hudson County R. R. Co., Cons. Mgt., 1928.....	27,000	5%	1,350	29,755.00
Oregon Shoshone R. R. Co., Cons. 1st Mgt., 1946.....	50,000	5%	2,500	58,794.45
Pacific R. R. Co., (Gis. & Mtn. Sec. Construction), 1923.....	3,000	5%	150	3,392.50
Pacific R. R. of Missouri Co., 2nd Mtn. Sec. Extended, 1938.....	36,000	5%	1,800	40,740.00
Pittsburg, Shenandoah & Lake Erie R. R. Co., 1st Mgt., 1940.....	31,000	5%	1,550	33,160.00
Pittsburg, Shenandoah & Lake Erie R. R. Co., Cons. 1st Mgt., 1943.....	20,000	5%	1,000	23,950.00
St. Louis & San Francisco R. R. Co., Cons. 1st Mgt., 1931.....	17,000	5%	850	19,261.25
St. Louis, Iron Mountain & Southern Ry. Co., Genl. Mgt., 1937.....	32,000	5%	1,600	36,121.95
St. Paul & Duluth R. R. Co., 2nd Mgt., 1917.....	34,000	5%	1,700	39,189.44
St. Paul City Ry. Co., Cons. Mgt., 1937.....	14,000	5%	700	15,110.00
Second Avenue R. R. Co., Cons. Mgt., (Cert. of Dep.), 1948.....	41,000	5%	2,050	44,677.38
Southern Ry. Co., 1st Cons. Mgt., 1904.....	10,000	5%	500	58,460.00
Southern Boulevard R. R. Co., 1st Mgt., 1945.....	20,000	5%	1,000	10,812.50
Southern Pacific Ry. of California, 1st Cons., 1937.....	15,000	5%	750	22,400.00
*Interest defaulted.....			900	20,970.00

## INTEREST EARNED ON BONDS HELD FOR INVESTMENT--FOR YEAR ENDING JUNE 30, 1913--Continued

DESCRIPTION OF BONDS		Per Value	Rate of Interest	Amt. of Int. Earned	Book Value of Bonds
Terminal R. R. Assn. of St. Louis, 1st Mtge., 1944		30,000	5%	1,500	34,581.25
Toledo & Ohio Central Ry. Co., 1st Mtge., 1935		30,000	5%	1,500	34,552.50
Union Railway Co., 1st Mtge., 1942		28,000	5%	1,300	30,020.00
Virginia Midland Ry. Co., (6th Series), 1931		15,000	5%	750	17,137.50
Wabash R. R. Co., 1st Mtge., 1939		20,000	5%	1,000	20,845.00
Western Union Telegraph Co., Coll. Trust, 1938		30,000	5%	1,500	32,907.50
Wheeling & Lake Erie R. R. Co., 1st Mtge., 1926		40,000	5%	2,000	45,900.00
Yonkers R. R. Co., 1st Mtge., 1946		11,000	5%	550	11,990.00
Belleville & Carondelet R. R. Co., 1st Mtge., 1923		27,000	5%	1,350	34,689.20
Chicago & St. Louis R. R. Co., 1st Mtge., 1915		6,000	6%	360	7,320.00
Lake Gas Co., 1st Mtge., 1915		3,000	6%	180	3,360.00
Lehigh Valley R. R. Co., Perpetual		75,000	6%	4,500	107,411.97
Madison Gas & Electric Company, 1st Mtge., 1926		5,000	6%	300	5,487.50
Mobile & Ohio R. R. Co., 1st Mtge., 1927		25,000	6%	1,500	31,482.50
Montana Central R. R. Co., 1st Mtge., 1937		5,000	6%	300	6,425.00
New York, Lake Erie & Western Dock & Improvement Co., 1st Mtge., 1913		24,000	6%	1,440	28,590.00
Peoples Gas Light & Coke Co., Chicago, Cons. Mtge., 1943		20,000	6%	1,200	24,200.00
Richmond & Danville R. R. Co., Cons. Mtge., 1915		9,000	6%	540	10,330.00
Rochester & Pittsburgh R. R. Co., Cons. 1st Mtg., 1922		10,000	6%	600	12,825.00
St. Paul & Northern Pacific Ry. Co., Regd. Genl. Mtge. Land Grant, 1923		10,000	6%	600	12,782.50
St. Paul Gas Light Co., 1st Mtge., 1915		6,000	6%	360	6,935.00
Spokane Falls & Northern Ry. Co., 1st Mtge., 1939		20,000	6%	1,200	24,882.50
Tennessee Coal & Iron R. R. Co., (Birm. Div.), 1st Cons. Mtge., 1917		25,000	6%	1,500	25,816.25
Tennessee Coal & Iron R. R. Co., (Tenn. Div.), 1st Cons. Mtge., 1917		11,000	6%	660	10,230.00
Indianapolis & St. Louis R. R. Co., Series "C", 1st Mtge., 1919		1,000	7%	70	1,375.00
Indianapolis & St. Louis R. R. Co., Series "B", 1st Mtge., 1919		6,000	7%	420	8,250.00
Nashville, Chattanooga & St. Louis Ry. Co., 1st Mtge., 1913		30,000	7%	2,100	38,400.00
EQUIPMENT TRUST NOTES					
Chicago, Rock Island & Pacific, Equip. Gold Notes, 5%, (Series "E"), Maturing \$5,000 each six months to January 1, 1921		80,000.00	5%	4,000.00	90,000.00
St. Louis & San Francisco, Equip. Gold Notes, 5%, (Series "R"), Maturing \$5,000 each six months to December 1, 1920		85,000.00	5%	4,000.00	85,000.00
Less: Reduction in ledger value for proportion to June 30, 1913, of amount requisite to extinguish (during the interval between dates of acquisition and dates of maturity the net premium included in book values)					\$111,228.06
Total		\$4,350,300.00		\$199,451.30	\$4,547,488.41
		\$4,350,300.00		\$199,451.30	\$4,668,710.47

## INTEREST RECEIVED ON BONDS SOLD BEFORE THE CLOSE OF THE YEAR ENDED JUNE 30, 1913

Canada Southern R. R. 2nd Mortgage, 1913.....	\$1,000.00
St. Louis & San Francisco Equipment 5% notes.....	104.17
Chicago, Rock Island & Pacific, Equipment Gold Notes, 5% (Series "E"), 1921.....	125.00
Total.....	<u>\$1,229.17</u>
Less: Proportion assignable to the year ended June 30, 1913, of net premium on Funded Debt owned.....	<u>200,680.47</u>
Grand total.....	<u>9,070.47</u>
	<u>\$191,610.00</u>

(Page 43.)

## SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

Kind of Security.	Par Value.	Dividends or Interest
<b>Stocks:</b>		
Stocks of express companies, active—Pages 36, 37 and 41 .....	\$8,600.00	\$360.00
Stocks of other than express companies, active— Pages 36, 37 and 41.....	378,900.00	15,816.00
Total .....	<u>\$387,500.00</u>	<u>\$16,176.00</u>
<b>Funded debt:</b>		
Funded debt of other than express companies, active —Pages 38, 39 and 42.....	\$4,350,300.00	\$191,610.00
Total .....	<u>\$4,350,300.00</u>	<u>\$191,610.00</u>
<b>Miscellaneous securities:</b>		
Miscellaneous securities of other than express com- panies—Active .....	\$46,690.00	\$2,334.97
Total .....	<u>\$46,690.00</u>	<u>\$2,334.97</u>
Does the respondent own or control any express securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the Interstate Commerce Commission? No.		

(Page 47)

## OPERATING EXPENSES.

Account.	Amount.	Ratio to Of General Account. Per cent.	Total— Operating Expenses. Per cent.
<b>I. Maintenance:</b>			
1. Superintendence .....	\$1,073.54	.25	.01
2. Buildings, fixtures and grounds.	12,983.51	3.00	.12
3. Office equipment .....	48,631.41	11.24	.44
7. Horses .....	104,679.86	24.19	.94
8. Vehicles—Repairs .....	192,526.70	44.48	1.73
9. Vehicles—Renewals .....	23,914.15	5.53	.21
10. Stable equipment .....	37,104.65	8.57	.33
11. Transportation equipment ....	11,867.97	2.74	.10
<b>Total maintenance .....</b>	<b>\$432,781.79</b>	<b>100.00</b>	<b>3.88</b>
<b>II. Traffic Expenses:</b>			
15. Superintendence .....	\$60,326.61	35.69	.54
16. Outside agencies .....	66,523.72	39.35	.59
17. Advertising .....	8,217.55	4.86	.08
18. Traffic associations .....	5,638.21	3.35	.05
19. Stationery and printing.....	28,323.94	16.75	.26
<b>Total traffic expenses.....</b>	<b>\$169,030.03</b>	<b>100.00</b>	<b>1.52</b>
<b>III. Transportation Expenses:</b>			
21. Superintendence .....	\$339,906.63	3.44	3.05
22. Office employes .....	2,790,997.83	28.21	25.04
23. Commissions .....	1,240,577.14	12.54	11.13
24. Wagon employes .....	1,723,429.20	17.42	15.47
25. Office supplies and expenses..	298,607.10	3.02	2.68
26. Rent of local offices.....	434,445.99	4.39	3.89
27. Stable employes .....	211,803.52	2.14	1.91
28. Stable supplies and expenses.	1,114,473.19	11.26	9.99
29. Train employes .....	791,343.29	8.00	7.10
30. Train supplies and expenses..	5,455.93	.05	.05
31. Transfer employes .....	174,806.04	1.77	1.57
32. Transfer expenses .....	680.04	.01	.01
33. Stationery and printing.....	276,013.72	2.79	2.48
34. Loss and damage—Freight....	436,668.04	4.41	3.91
35. Loss and damage—Money.....	3,397.04	.04	.03
36. Damage to property.....	4,997.30	.05	.04
37. Injuries to persons.....	31,267.20	.32	.28
38. Other expenses .....	14,231.60	.14	.13
<b>Total transportation ex-     penses .....</b>	<b>\$9,893,100.80</b>	<b>100.00</b>	<b>88.76</b>
<b>IV. General Expenses:</b>			
41. Salaries and expenses of gen- eral officers .....	\$63,725.46	12.86	.76
42. Salaries and expenses of clerks and attendants.....	390,486.86	60.05	3.50
43. General office supplies and ex- penses .....	49,211.83	7.57	.44
44. Law expenses .....	63,033.31	9.70	.57
45. Insurance .....	27,308.28	4.20	.24
46. Pensions .....	6,993.56	1.08	.06
47. Stationery and printing.....	18,698.79	2.88	.17
48. Other expenses .....	10,807.03	1.66	.10
<b>Total general expenses.....</b>	<b>\$650,265.12</b>	<b>100.00</b>	<b>5.84</b>
<b>Recapitulation of Expenses:</b>			
<b>I. Maintenance .....</b>	<b>\$432,781.79</b>	<b>.....</b>	<b>3.88</b>
<b>II. Traffic expenses .....</b>	<b>169,030.03</b>	<b>.....</b>	<b>1.52</b>
<b>III. Transportation expenses .....</b>	<b>9,893,100.80</b>	<b>.....</b>	<b>88.76</b>
<b>IV. General expenses .....</b>	<b>650,265.12</b>	<b>.....</b>	<b>5.84</b>
<b>Total operating expenses..</b>	<b>\$11,145,177.74</b>	<b>.....</b>	<b>100.00</b>

Ratio of operating expenses to operating revenues, 99.73 per cent.

(Page 51)

## EXPLANATORY REMARKS.

Pages 17 and 51. This company has no mileage in foreign countries, nor has it any contracts with ocean-going steamship companies that would justify it in referring to them as "Outside Operations." It is a forwarder only, and any attempt to give a mileage, representing the distance traveled by shipments to and from foreign countries would practically represent, for isolated shipments at odd times in the year, almost the entire mileage of the Pacific and Atlantic oceans, and more or less of the mileage in other countries. The business of this company in those countries is very limited and no figures could be furnished, which would be at all representative.

## TAXES AND ASSESSMENTS

(Page 53.—)

STATE OR TERRITORY	AD VALOREM TAX		SPECIFIC TAX		Internal Revenue, U. S. Government	TOTAL
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds; or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Gross or Net Earnings, Revenue, or Dividends	On Traffic, or some Physical Quality of Property Operated, or on Privilege		
Alabama.....	\$308.28			\$1,307.06		\$1,615.34
Arkansas.....	4,449.06			199.92		4,648.98
Colorado.....	237.45					237.45
Delaware.....			\$289.71	250.00		539.71
District of Columbia.....	637.47					637.47
Illinois.....	19,173.72					19,173.72
Indiana.....	3,190.80					3,190.80
Iowa.....	3,489.60					3,489.60
Kansas.....	420.36		2,656.07	978.94		4,055.37
Kentucky.....	56.28					56.28
Louisiana.....	1,083.82					1,083.82
Maryland.....	246.58		2,500.07	649.97		2,746.65
Michigan.....	7,491.40					7,491.40
Minnesota.....	53.33		1,578.25			1,631.58
Mississippi.....	63.36			786.80		850.16
Missouri.....	2,683.49		6,562.98	261.85		9,508.32
Nebraska.....	537.72		176.94	18.27		732.93
New Jersey.....	5,857.04					5,857.04
New York.....	3,474.47	5,655.96	1,326.74			10,457.17
Ohio.....	750.90		16,274.15			16,025.05
Oklahoma.....	15,446.58			608.00		16,054.58
Pennsylvania.....	703.76	980.76		30.00		10,891.08
South Dakota.....	341.77		9,176.56			341.77
Tennessee.....	120.91		2,800.20			120.91
Texas.....	306.14					3,106.34
Virginia.....	983.66			1,020.80		2,014.46
West Virginia.....	1,701.36			2,354.86		1,026.22
Wisconsin.....	1,354.38					1,354.38
United States of America.....	1,653.14				2,237.94	2,237.94
Foreign countries.....	1,162.15		1,005.89			1,653.14
Total.....	\$77,998.98	\$6,636.72	\$43,347.56	\$8,446.47	\$2,237.94	\$138,067.87

## COMPARATIVE GENERAL BALANCE SHEET

(Page 54.)

June 30, 1912		June 30, 1913		Increase or Decrease
Item	Amount	Item	Amount	
ASSETS				
Permanent and long term investments:				
I Real property and equipment—				
EB 1-A Investment—				
(a) Real estate, page 27.....	\$1,125,053.77	\$1,144,058.11		\$19,004.34
(b) Buildings and fixtures, page 27.....	236,260.36	237,970.77		1,710.41
(c) Equipment, page 27.....	2,599,053.98	2,675,193.79		75,539.81
EB 1-B Reserves for accrued depreciation—Cr.....	1,040,417.98	1,039,927.48		490.50
Total.....	\$2,920,550.13		\$3,017,295.19	\$96,745.06
II Securities—				
EB 4 Securities of system corporations—unpledged—				
(a) Stocks, page 36.....	105,000.00	105,000.00		
(b) Funded Debt, page 38.....				556,324.97
Total.....	661,324.97		105,000.00	556,324.97
III Long term advances—				
EB 5 Advances to system corporations for real property and equip.				
Total.....	2,125,529.00		2,689,076.45	563,547.45
IV Miscellaneous—				
EB 6 Miscellaneous investments—				
(a) Physical property, page 25.....	588,157.07	643,677.83		55,520.76
(c) Securities, unpledged, pages 37, 39 and 40.....	47,540.00	46,690.00		850.00
Total.....	\$635,697.07		\$690,367.83	\$54,670.76
Working assets:				
EB 7 Cash.....				
EB 8 Securities issued or assumed—Held in Treasury				
(c) Miscellaneous—Page 40.....	\$806,372.79	\$727,280.85		79,091.94
EB 9 Marketable securities of other companies:				
(a) Stocks, page 41.....	\$266,611.25	\$267,861.25		1,200.00
(b) Funded debt, page 42.....	4,701,203.97	4,547,488.41		153,715.56
(c) Miscellaneous, Page 40.....				
EB 10 Loans and bills receivable.....	\$29,763.83	\$27,784.74		1,979.09
EB 11 Traffic balances due from other companies.....	165,554.14	131,369.85		34,184.29
EB 12 Net balance due from agents and messengers.....	1,319,851.09	1,190,425.28		129,425.81
EB 13 Miscellaneous accounts receivable.....	83,403.42	220,271.49		136,868.07
EB 14 Materials and supplies.....	56,887.69	80,868.64		23,980.95
Total.....	1,655,460.17		1,650,720.00	
	\$7,429,698.18		\$7,193,350.51	236,347.67

## COMPARATIVE GENERAL BALANCE SHEET—Continued

(Page 55)

June 30, 1912		ASSETS	June 30, 1913		Increase or Decrease
Item	Amount		Item	Amount	
\$77,259.93	\$77,259.93	Accrued income not due:	\$70,994.61	\$70,994.61	\$6,265.32
20,917.27		EB 16 Unmatured interest, rents and dividends receivable.....			
499,722.21		Deferred debit items:			
		EB 17 Temporary advances—			
		(a) Advance payments on contracts.....	16,818.04		4,099.23
		(c) Advance payments on contracts.....	356,388.88		143,333.33
	520,639.48	(d) Other temporary advances.....		373,206.92	
\$22,408.20		EB 18 Rents and insurance paid in advance.....	\$23,418.03		1,009.83
10,603.13		EB 19 Taxes paid in advance.....	9,878.69		726.44
86,111.13		EB 20 Unextinguished discount on capital stock.....	69,444.46		16,666.67
35,069.60	154,194.06	EB 27 Other deferred debit items.....	6,609.08	109,350.26	28,460.52
		Total.....		\$482,557.18	\$192,276.36
	\$874,833.54	Grand total.....		14,248,641.77	276,251.05
	14,524,892.82				



## COMPARATIVE GENERAL BALANCE SHEET—Continued

(Page 56)

June 30, 1912		June 30, 1913		Increase or Decrease
Item	Amount	Item	Amount	
\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00	
\$734.73				\$734.73
263,213.05		\$141,403.12		121,809.93
750,618.07		710,431.47		40,186.60
6,571.50				6,571.50
430,774.28		379,720.92		51,053.36
1,720,421.96		1,493,052.23		227,369.73
	3,172,333.59		2,724,607.74	\$447,725.85
			\$633.33	633.33
			67,505.44	13,686.46
\$53,818.98				
	\$53,818.98		\$68,138.77	\$14,319.79
\$60,000.00		\$269,000.00		\$209,000.00
67,881.85				67,881.85
	127,881.85		269,000.00	\$141,118.15
\$1,170,858.40		\$1,186,895.26		16,036.86
	1,170,858.40		1,186,895.26	
	\$14,524,892.82		\$14,248,641.77	\$276,251.05

## LIABILITIES

Stock: EB 29 Capital shares, page 19

EB (c) Receipts outstanding for installments paid

Total

Working liabilities:

EB 34 Loans and bills payable

EB 35 Traffic balances due to other companies

EB 36 Audited vouchers and wages unpaid

EB 38 Matured interest, rents and dividends unpaid

EB 41 Unpaid money orders, checks and drafts

EB 42 Express privileges

Total

Accrued liabilities not due:

EB 44 Unmatured interest, rents, and dividends payable

EB 45 Taxes accrued

Total

Deferred credit items

EB 47 Operating reserves

EB 50 Other deferred credit items

Total

Profit and loss:

EB 53 Balance, page 31

Grand total

(Page 59.)

## IMPORTANT CHANGES DURING THE YEAR.

Here present statements as follows: 1. All extensions of the respondent's business over transportation lines. 2. All transportation lines from which the respondent's business was withdrawn. 3. All important purchases of equipment for new lines. 4. All other important physical changes. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. All other important financial changes.

		Miles.
1. All extensions of this company's business over transportation lines:		
Maryland Electric Railways—August 10, 1912—Baltimore to Annapolis, Md.		25.30
Twin Mountain & Potomac Railroad—August 19, 1912—Keyser to Twin Mountain, W. Va.		26.60
Clinton & Oklahoma Western Railway—August 14, 1912—Butler to Strong City, Okla.		31.37
Kokomo, Marion & Western Traction Company—August 19, 1912—Kokomo to Frankfort, Ind.		26.00
St. Louis & Missouri Southern Railway—August 24, 1912—Marston to New Madrid, Mo.		8.25
Sandy Valley & Elkhorn Railroad—November 21, 1912—Shelby to Jenkins, Ky.		23.64
St. Paul & Kansas City Short Line—January 1, 1913—Account correction.		1.28
		1.95
New Iberia & Northern Railroad—November 26, 1912—Franklin to Charleston, La.		10.80
Union Traction Company of Indiana—October 25, 1912—Indianapolis to New Castle, Ind.		44.56
Pittsburg, Shawmut & Northern—January 22, 1913—Colon to Mahoning, Pa.		16.17
Chicago, Rock Island & Pacific—January 22, 1913—Mesa to Stuttgart, Ark.		21.25
New Iberia & Northern Railroad—February 24, 1913—Franklin to Centerville, La.		5.50
New Orleans, Texas & Mexico Railroad—March 17, 1913—Y. & M. V. trackage between Baton Rouge and New Orleans, La.		86.63
New Orleans, Texas & Mexico Railroad—March 17, 1913—N. O. Terminal Depot to Y. & M. V. connection.		.02
Pittsburgh, Shawmut & Northern Railroad—March 26, 1913—Account correction		21.67
Rockford & Interurban Railway Company—April 1, 1913—Account correction		.89
Wildwood & Delaware Bay Short Line Railroad—April 1, 1913—Wildwood Junction, N. J., to Wildwood, N. J.		4.40
Cape Girardeau Northern Railway Company—May 1, 1913—Cape Girardeau, Mo., to West Chester, Mo.		63.00
May 1, 1913—Cape Girardeau, Mo., to Kelso, Mo.		8.00
May 1, 1913—Saline Junction, Mo., to Farrington, Mo.		35.00
		106.00
Quannah, Acme & Pacific Railway Company—June 19, 1913—Paducah to Roaring Springs		36.80
Paris & Mt. Pleasant Railroad Company—June 20, 1913—Bogota to Mt. Pleasant		27.30
2. All transportation lines from which this company's business was withdrawn:		
New Jersey & Wilmington Ferry—October 1, 1912—Off.		7.00
Kokomo, Marion & Western Traction Company—October 1, 1912—Ded. account correction		1.48
Indianapolis, New Castle & Eastern Traction Company—October 25, 1912—Acquired by Union Traction Company of Indiana.		44.56
Stuttgart & Rice Belt Railroad—January 22, 1913—Acquired by C. R. I. & P. Ry.		21.25
New Orleans, Texas & Mexico Railroad Company—March 17, 1913—Ded. L. R. & N. trackage between Baton Rouge and New Orleans.		77.35
Pittsburg, Shawmut & Northern Railroad—March 31, 1913—Ded. account correction		.22
Kokomo, Marion & Western—May 13, 1913—Kokomo to Frankfort.		24.52
Lehigh Valley Railroad—June 30, 1913—Ded. account correction.		1.44
Delaware, Lackawanna & Western—June 30, 1913—Ded. account correction		14.93
3. All important purchases of equipment for new lines. None.		
4. All other important physical changes. None, except extensions and withdrawals of transportation lines.		
5. All consolidations or reorganizations effected. None.		
6. All new stocks issued. None.		
7. All new funded debts issued. None.		
8. All changes in the respondent's holdings of stocks and funded debt:		

1912.		
July 1.	Five (5) Chicago, Rock Island & Pacific Railroad Company's car equipment notes redeemed.....	\$5,000.00
Dec. 2.	Five (5) St. Louis & San Francisco Railroad Company's car equipment notes redeemed.....	5,000.00
1913.		
Jan. 2.	Five (5) Chicago, Rock Island & Pacific Railroad Company's car equipment notes redeemed.....	5,000.00
Jan. 26.	Purchased \$4,200.00—4½% convertible gold bonds of the Chicago, Milwaukee & St. Paul Railway.....	4,200.00
Mar. 3.	Canada Southern Railway Company 5% bonds matured. The loss on these bonds, \$1,687.50, was charged to profit and loss surplus.	
May 26.	Purchased 114 shares of Pennsylvania Railroad Company's stock at \$50.00 per share.....	5,700.00
May 31.	Fifty shares (50) of Maryland Steamboat Company considered worthless was charged to profit and loss.....	4,500.00
9. Adjustments in the book value of securities owned and reasons therefor:		
Reduction in ledger value of funded debt owned for proportion to June 30, 1913, of amount requisite to extinguish (during the interval between dates of acquisition and dates of maturity) the net premium included in book values.....		\$111,228.06
10. All other important financial changes:		
1912.		
July 5.	Paid on account real estate purchased in Hoboken, N. J., upon which a stable building is ultimately to be erected....	\$16,000.00
July 8.	Paid on account real estate purchased in Hoboken, N. J., upon which a stable building is to be ultimately erected....	35,000.00
July 11.	Received on account Hoboken, N. J., stable property.....	198.49
Aug. 6.	Improvement on our Franklin street warehouse property, Chicago, Ill. ....	19,004.34
Sept. 13.	Received from the United States Express Realty Company, account of loan.....	40,000.00
Sept. 16.	Paid on account real estate purchased in Hoboken, N. J., upon which a stable building is to be ultimately erected....	4,100.00
Oct. 2.	Loan from Chase National Bank, 5½% demand notes.....	300,000.00
Oct. 21.	Loan from Chase National Bank repaid.....	300,000.00
Nov. 12.	Received from the United States Express Realty Company account of loan.....	50,000.00
1913.		
Jan. 30.	Received from the United States Express Realty Company account of loan.....	50,000.00

(Page 61.)

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of express matter or the conduct of express business, which became effective or were renewed during the year covered by this report. Give the statement in the following order, viz.: 1. Steam railroad companies. 2. Electric transportation companies or lines. 3. Steamboat or steamship companies. 4. Telegraph companies. 5. Telephone companies. 6. Other express companies. 7. United States government. 8. Other contracts.

## 1—Steam Railroad Companies.

Name of Carrier and Basis of Contract.	Guarantee.
Cape Girardeau Northern Railway Company—New contract effective May 1, 1913; 50 per cent.....	.....
Peoria & Pekin Union Railway Company—Renewed contract, effective November 1, 1912; 16½c cwt.....	.....
Rock Island, Stuttgart & Southern Railway Company—Acquired January 22, 1913, under contract with the Chicago, Rock Island and Pacific Railway Company, dated August 1, 1908; 55 per cent.....	* \$170.00
Sandy Valley & Elkhorn Railroad Company—Acquired November 21, 1912, under contract with the Baltimore & Ohio Railroad Company, dated August 17, 1887; 40 per cent.....	.....
Twin Mountain & Potomac Railroad Company—New contract, effective August 1, 1912; 50 per cent.....	.....
Wildwood & Delaware Bay Short Line Railroad Company—New contract, effective April 1, 1913; 10c cwt.....	.....

\*Per year per mlle.

## 2—Electric Transportation Companies or Lines.

Name of Carrier and Basis of Contract.	Guarantee.
Chambersburg, Green Castle & Waynesboro Street Railway Company—Renewed contract, effective March 1, 1913; 22½c cwt.....	.....

Galesburg & Kewanee Electric Railway Company—Renewed contract, effective January 1, 1913; 25c cwt.....	.....
Illinois Traction System—Renewed contract, effective November 1, 1912; 50 per cent.....	.....
Maryland Electric Railways—New contract, effective August 1, 1912; 50 per cent.....	.....

### 3—Steamboat or Steamship Companies.

Name of Carrier and Basis of Contract.	Guarantee.
New Jersey & Wilmington Ferry Company—Discontinued October 1, 1912.	

### 4—Telegraph Companies.

Nene.

### 5—Tonnage Service Performed by United States Express Company for Other Companies, Between Points Named.

#### Carried for Adams Express Company:

Effective Date.	
May 5, 1913.	Colorado Springs, Colo., and Falcon, Colo.
Jan. 7, 1913.	Newton, Iowa, and Chicago, Ill.
Feb. 21, 1913.	Chicago, Ill., and Grand Rapids, Mich.
Mar. 25, 1913.	Connersville, Ind., and Indianapolis, Ind.
April 1, 1913.	Connersville, Ind., and Toledo, Ohio.
Aug. 23, 1912.	Elkhart, Ind., and South Bend, Ind.
June 3, 1913.	Des Moines, Iowa, and Grinnell, Iowa.
Aug. 5, 1912.	Annapolis, Md., and Baltimore, Md.
Nov. 1, 1912.	Detroit, Mich., and Hamilton, Ohio.
Nov. 1, 1912.	Detroit, Mich., and Piqua, Ohio.
Nov. 6, 1912.	Detroit, Mich., and Toledo, Ohio.
Feb. 11, 1913.	Cleveland, Ohio, and Uhrichsville, Ohio.
Oct. 24, 1912.	Hamilton, Ohio, and Toledo, Ohio.
Nov. 21, 1912.	Marietta, Ohio, and Parkersburg, W. Va.
April 16, 1913.	Allentown, Pa., and Harrisburg, Pa.
April 16, 1913.	Allentown, Pa., and Philadelphia, Pa.
May 15, 1913.	Allentown, Pa., and Scranton, Pa.
April 25, 1913.	Bethlehem, Pa., and Harrisburg, Pa.
April 25, 1913.	Bethlehem, Pa., and Philadelphia, Pa.
Jan. 4, 1913.	Philadelphia, Pa., and Quakertown, Pa.
Nov. 21, 1912.	Huntington, W. Va., and Parkersburg, W. Va.
June 19, 1913.	Huntington, W. Va., and Wheeling, W. Va.
Jan. 28, 1913.	Moundsville, W. Va., and Wheeling, W. Va.
Nov. 21, 1912.	Parkersburg, W. Va., and Wheeling, W. Va.

#### Carried for American Express Company:

Mar. 10, 1913.	Terre Haute, Ind., and Vincennes, Ind.
Dec. 9, 1912.	Alexandria, La., and Winnfield, La.
Sept. 5, 1912.	Athens, Ohio, and Cumberland, Md.
July 29, 1912.	Bay City, Mich., and Saginaw, Mich. (cancelled February 4, 1913).
July 16, 1912.	Columbus, Ohio, and Rendville, Ohio.
June 1, 1913.	South Columbus, Ohio, and Thurston, Ohio.
April 1, 1913.	McAlester, Okla., and Memphis, Tenn.

#### Carried for Canadian Express Company:

Dec. 7, 1912.	Niagara Falls, N. Y., and Buffalo, N. Y.
Dec. 7, 1912.	Suspension Bridge, N. Y., and Buffalo, N. Y.

#### Carried for Wells-Fargo & Company Express:

Jan. 14, 1913.	Fayetteville, Ark., and Paris, Texas.
May 16, 1913.	Dallas, Texas, and Fort Smith, Ark.
May 16, 1913.	Fort Worth, Texas, and Fort Smith, Ark.
Jan. 14, 1913.	Fort Smith, Ark., and Paris, Texas.
May 16, 1913.	Sherman, Texas, and Fort Smith, Ark.
May 23, 1913.	Hoxie, Ark., and Springfield, Mo.
July 9, 1912.	Little Rock, Ark., and Oklahoma City, Okla. (cancelled August 30, 1912).
Aug. 30, 1912.	Little Rock, Ark., and El Reno, Okla.
Jan. 14, 1913.	Rogers, Ark., and Paris, Texas.
Jan. 14, 1913.	Van Buren, Ark., and Paris, Texas.
Dec. 10, 1912.	Chicago, Ill., and Lincoln, Neb.
Mar. 24, 1913.	Chicago, Ill., and Santa Rose, N. M.
May 16, 1913.	Dallas, Texas, and Chicago, Ill.
May 16, 1913.	Fort Worth, Texas, and Chicago, Ill.
May 16, 1913.	Sherman, Texas, and Chicago, Ill.
Nov. 22, 1912.	Arkansas City, Kans., and Blackwell, Okla. (cancelled March 11, 1913).
Mar. 18, 1913.	Neodesha, Kans., and Paris, Texas (cancelled August 26, 1913).
Mar. 18, 1913.	Pittsburg, Kans., and Paris, Texas.
Jan. 23, 1913.	Alexandria, La., and Winnfield, La.

May 16, 1913. Houston, Texas, and Baton Rouge, La.  
 May 16, 1913. Houston, Texas, and De Quincy, La.  
 May 16, 1913. Houston, Texas, and Eunice, La.  
 May 16, 1913. Houston, Texas, and Kinker, La.  
 Mar. 18, 1913. Carthage, Mo., to Paris, Texas.  
 May 16, 1913. Houston, Texas, and Opelousts, La.  
 May 16, 1913. Dallas, Texas, and Kansas City, Mo.  
 May 16, 1913. Fort Worth, Texas, and Kansas City, Mo.  
 May 16, 1913. Sherman, Texas, and Kansas City, Mo.  
 May 16, 1913. Dallas, Texas, and St. Louis, Mo.  
 May 16, 1913. Fort Worth, Texas, and St. Louis, Mo.  
 May 16, 1913. Sherman, Texas, and St. Louis, Mo.  
 May 16, 1913. Dallas, Texas, and Springfield, Mo.  
 May 16, 1913. Fort Worth, Texas, and Springfield, Mo.  
 May 16, 1913. Sherman, Texas, and Springfield, Mo.  
 Dec. 10, 1912. Lincoln, Neb., and Omaha, Neb.  
 Mar. 10, 1913. Akron, Ohio, and Canal Dover, Ohio.  
 Nov. 30, 1912. Calvin, Okla., and Oklahoma City, Okla.  
 July 26, 1912. El Reno, Okla., and Fort Worth, Texas.  
 May 5, 1913. Howe, Okla., and Oklahoma City, Okla.  
 May 5, 1913. Miami, Okla., and Oklahoma City, Okla.  
 Nov. 30, 1912. Muskogee, Okla., and Oklahoma City, Okla.  
 Jan. 14, 1913. Poteau, Okla., and Paris, Texas.  
 May 16, 1913. Dallas, Texas, and Tulsa, Okla.  
 May 16, 1913. Fort Worth, Texas, and Tulsa, Okla.  
 May 16, 1913. Sherman, Texas, and Tulsa, Okla.  
 May 16, 1913. Houston, Texas, and Beaumont, Texas.  
 Aug. 1, 1912. Dayton, Ohio, and Xenia, Ohio (cancelled August 9, 1912).

**Tonnage Service Performed by Other Companies for United States Express Company, Between Points Named.**

**Carried by Adams Express Company:**

Effective Date.  
 April 11, 1913. Denver, Colo., and Dalhart, Texas.  
 Dec. 7, 1912. Chicago, Ill., and Burlington, Iowa.  
 Aug. 22, 1912. Galva, Ill., and Kewanee, Ill.  
 Aug. 1, 1912. Kewanee, Ill., and Wyandot, Ill. (cancelled August 22, 1912).  
 Nov. 20, 1912. Shelby, Ky., and Cincinnati, Ohio.  
 Mar. 7, 1913. Shelby, Ky., and Ironton, Ohio.  
 Feb. 19, 1913. Shelby, Ky., and Huntington, W. Va.  
 Nov. 29, 1912. Shelby, Ky., and Kenova, W. Va.  
 April 15, 1913. Hagerstown, Md., and Shippensburg, Pa.  
 June 4, 1913. Cincinnati, Ohio, and Springfield, Ohio.  
 April 15, 1913. Chambersburg, Pa., and Shippensburg, Pa.  
 Jan. 9, 1913. Pittsburgh, Pa., and Harrisburg, Pa.  
 May 1, 1913. Williamsport, Pa., and St. Mary's, Pa.

**Carried by American Express Company:**

July 1, 1912. Chicago, Ill., and Indianapolis, Ind.  
 Dec. 11, 1912. Anderson, Ind., and Indianapolis, Ind.  
 Dec. 11, 1912. Indianapolis, Ind., and Noblesville, Ind.  
 June 12, 1913. Cedar Rapids, Iowa, and Clinton, Iowa.  
 April 11, 1913. New Orleans, La., and Holly Springs, Miss.  
 Nov. 19, 1912. Port Huron, Mich., and Buffalo, N. Y.  
 May 27, 1913. Cleveland, Ohio, and Elyria, Ohio.  
 Mar. 15, 1913. Elyria, Ohio, and Sandusky, Ohio.  
 April 26, 1913. Dallas Texas, and Houston, Texas.  
 June 1, 1913. Fort Worth, Texas, and Houston, Texas.

**Carried by Canadian Express Company:**

Jan. 28, 1913. Chesterfield, Mich., and Detroit, Mich.  
 Nov. 16, 1912. Port Huron, Mich., and Buffalo, N. Y.  
 Nov. 16, 1912. Port Huron, Mich., and Suspension Bridge, N. Y.

**Carried by National Express Company:**

Feb. 26, 1913. Flint, Mich., and Port Huron, Mich.

**Carried by Wells-Fargo & Company Express:**

April 30, 1913. Malvern, Ark., and St. Louis, Mo.  
 Nov. 20, 1912. Chicago, Ill., and Rockford, Ill. (cancelled December 3, 1912).  
 May 10, 1913. Chicago, Ill., and Rockford, Ill.  
 July 8, 1912. Chicago, Ill., and Detroit, Mich.  
 May 10, 1913. Chicago, Ill., and Beloit, Wis.  
 Dec. 28, 1912. Garner, Iowa, and Mason City, Iowa.  
 April 21, 1913. Mason City, Iowa, and Nora Junction, Iowa.  
 Nov. 7, 1912. Milwaukee, Wis., and Minneapolis, Minn.  
 Nov. 7, 1912. Milwaukee, Wis., and St. Paul, Minn.  
 Mar. 26, 1913. Gallon, Ohio, and Lima, Ohio (cancelled May 5, 1913.)  
 June 21, 1913. Gallon, Ohio, and Lima, Ohio.  
 April 22, 1913. Monroeville, Ohio, and Norwalk Ohio.  
 Mar. 26, 1913. Gallon, Ohio, and Kenton, Ohio (cancelled May 5, 1913).  
 Mar. 3, 1913. Paris, Texas, and Sherman, Texas.

None.

## 7—United States Government.

## 8—Other Contracts.

No contracts with companies other than named; unless this calls for contracts for repairing or altering offices or buildings.

(Page 63.)

## COMPARATIVE STATISTICS OF EQUIPMENT OWNED.

	June 30, 1912		June 30, 1913	
	Number.	Value.	Number.	Value.
Office equipment:				
Four-wheel trucks .....	4,193	\$117,543.06	4,261	\$119,562.43
Office furniture and fixtures.....	.....	162,105.66	.....	168,314.52
Office safes .....	1,874	97,817.45	1,782	97,954.12
Horses and other draft animals.....	3,834	832,222.28	3,672	806,442.88
Vehicles:				
Automobiles .....	56	131,979.94	72	178,839.19
Double wagons .....	809	362,513.34	819	362,761.87
Single wagons .....	1,758	362,594.02	1,748	360,573.67
Sleighs .....	422	17,149.53	422	17,149.53
Stable equipment (including harness).....	.....	140,422.05	.....	146,328.49
Transportation equipment:				
Car safes .....	264	128,355.00	268	130,355.00
Messenger's safes .....	2,398	30,840.59	2,494	32,105.57
Messenger's packing trunks.....	2,726	29,159.63	3,396	35,888.63
All other equipment.....	.....	186,951.43	.....	218,912.89
Total .....	.....	\$2,599,653.98	.....	\$2,675,193.79

## STATISTICS OF FINANCIAL PAPER ISSUED.

	Number.	Amount.
Money orders sold, domestic and foreign.....	1,488,505	\$13,280,739.70
Traveler's cheques sold, domestic and foreign.....	52,662	1,202,580.00
"C. O. D." checks issued.....	834,554	9,801,564.76
Telegraphic transfers .....	601	41,905.21
Letters of credit issued.....	16	42,055.76
Other forms of remittance paper issued: Limited foreign checks, unlimited foreign checks, foreign postal remittances .....	103,934	3,327,898.74
Total .....	.....	\$27,696,744.17

Number of express offices in the United States, June 30, 1913.....	4,724
Number of offices in the United States at which money orders were on sale, June 30, 1913.....	4,663

(Page 65.)

## STATE OF NEW YORK,

## OATH.

County of New York.

ss:

We, the undersigned, Duncan I. Roberts, president, and Charles A. Lutz, comptroller, of United States Express Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

DUNCAN I. ROBERTS,  
President.  
CHAS. A. LUTZ,  
Comptroller.

Subscribed and sworn to before me this 2d day of December, 1913.

R. H. MORGAN, JR.,

Notary Public, New York County.

New York County No. 2476. New York Register No. 5151.

## WELLS, FARGO &amp; COMPANY, NEW YORK, N. Y.

(Page 2.)

## EXPLANATORY REMARKS.

The Holladay Overland Mail and Express Company was organized with a capital of \$3,000,000.00, which was increased to \$15,000,000.00 at the time of the merger referred to in answer to question 4, page 3.

This capitalization was afterwards reduced to \$5,000,000.00, which amount is reported by the directors as fully paid up. Existing records do not show whether paid up in cash, real estate, equipment or securities, and no person now living is able to give these details.

Thirty thousand shares at par value of \$3,000,000.00 were later issued at various times as advance payments on contracts. A further increase to \$24,000,000.00 was made by resolution of the stockholders at meeting held for the purpose December 23, 1909.

(Page 3.)

## HISTORY.

1. Exact name of company making this report. Wells, Fargo & Company.
2. Date of organization. Organized as The Holladay Overland Mail & Express Company, February 5, 1866; changed name subsequently to Wells, Fargo & Company. Formerly approved by act of legislature January 26, 1872.
3. Under laws of what government, state, or territory organized. If more than one, name all. Give reference to each statute and all amendments thereof. Or to incorporate the Holladay Overland Mail & Express Company, approved February 5, 1866, and act supplemental thereto, approved January 26, 1872.
4. If a consolidated company, name the constituent companies. Give reorganized under the then territory, now state, of Colorado by act entitled "An act ences to charters of each, and all amendments of same. Various interests: The Pioneer Stage Co., The Overland Mail & Express Co., and Wells, Fargo & Co. were merged in a corporation known as The Holladay Overland Mail & Express Co., and the name of the concern was changed to Wells, Fargo & Company in 1866.
5. Date and authority for each consolidation. No data at hand referring to charters, etc.
6. State whether respondent is a corporation, a joint-stock association, or a firm or partnership. Corporation.
7. If a reorganized company, give name of original organization and refer to laws under which it was organized. See explanation on page 2, and answers to preceding questions.

(Page 5.)

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
B. D. Caldwell.....	New York, N. Y.....	October 10, 1913
F. D. Underwood.....	New York, N. Y.....	
C. A. Peabody.....	New York, N. Y.....	
H. W. DeForest.....	New York, N. Y.....	
K. Delafield.....	New York, N. Y.....	
P. M. Warburg.....	New York, N. Y.....	
W. V. S. Thorne.....	New York, N. Y.....	
W. Mahl.....	New York, N. Y.....	
L. F. Loree.....	New York, N. Y.....	
H. E. Huntington.....	New York, N. Y.....	
E. A. Stedman.....	Chicago, Ill.....	
Wm. Sproule.....	San Francisco, Cal.....	
W. F. Herrin.....	San Francisco, Cal.....	

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
President.....	B. D. Caldwell.....	New York City, N. Y.
First vice president.....	A. Christeson.....	San Francisco, Cal.
Second vice president.....	E. A. Stedman.....	Chicago, Ill.
Secretary.....	C. H. Gardiner.....	New York City, N. Y.
Treasurer.....	B. H. River.....	New York City, N. Y.
Attorney or general counsel.....	C. W. Stockton.....	New York City, N. Y.
Comptroller.....	J. W. Newlean.....	Chicago, Ill.
Assistant comptroller.....	R. Burr.....	New York City, N. Y.
General manager.....	A. Christeson.....	San Francisco, Cal.
General manager.....	E. A. Stedman.....	Chicago, Ill.
General traffic manager.....	F. S. Holbrook.....	New York City, N. Y.
Traffic manager.....	G. S. Lee.....	New York City, N. Y.

Officer to whom correspondence concerning this report should be addressed: Name, J. W. Newlean; title, comptroller; official address, Chicago, Ill.

## (Page 7.) CORPORATIONS CONTROLLED BY RESPONDENT

NAME	CONTROL					
	Sole or Joint	How Established	Extent	Direct or Indirect	If Indirect Name of Intermediary through which Control is Established	Other Parties to Agreement for Joint Control
Active Corporations: Wells-Fargo & Company Express, S. A. ....	Joint	Agreement to name majority of board of directors .....	.....	.....	.....	.....
Inactive Corporations: Knickerbocker Express Co., New York .....	Sole	Ownership of Stock .....	Sole	Direct	.....	National Railways of Mexico .....



(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

1. Date of last meeting of stockholders for election of directors. October 19, 1912.
2. Date of last closing of stock books before end of year for which this report is made. January 4, 1913.
3. Total number of stockholders of record at the date required in answer to question 2. 2,391.
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913? No.

(Page 11.)

## MILEAGE COVERED.

Name of every steam road over which the respondent operates:

## Recapitulation.

## Steam Roads.

Abilene & Southern Railway.....	96.40
Amador Central Railroad.....	12.00
Anderson & Bella Vista Railway.....	17.00
Angellina & Neches River Railroad.....	32.80
Ann Arbor Railroad.....	296.96
Arcata & Mad River Railroad.....	10.00
Arizona Eastern Railroad Co.....	327.63
Arizona & New Mexico Railway.....	110.08
Arkansas Central Railroad.....	46.00
Arkansas Western Railway.....	31.80
Artesian Belt Railroad.....	43.00
Asherton & Gulf Railway.....	32.10
Atchison, Topeka & Santa Fe Railway.....	8,987.10
Bath & Hammondsport Railroad.....	9.33
Beaumont & Great Northern Railroad.....	48.30
Bellingham Bay & British Columbia Railroad.....	49.70
Bessemer & Lake Erie Railroad.....	203.00
Bullfrog-Goldfield Railroad.....	74.20
Burrs Ferry, Brownel & Chester Bay.....	10.10
Butte, Anaconda & Pacific Railway.....	25.70
Butte County Railroad.....	31.50
California Western Railroad & Navigation Co.....	40.00
Caro Northern Railway.....	16.50
Cement, Tolenas & Tidewater Railroad.....	2.12
Chicago Great Western Railroad.....	1,475.96
Chicago, Milwaukee & Puget Sound Railway.....	2,126.60
Chicago, Milwaukee & St. Paul Railway.....	7,345.75
Chicago & Erie Railroad.....	269.00
Chicago, Peoria & St. Louis Railway.....	251.08
Cincinnati, Hamilton & Dayton Railway.....	60.00
Colorado Midland Railway.....	320.60
Colorado & Wyoming Railway.....	48.83
Colusa & Lake Railroad.....	22.00
Concho, San Saba & Llano Valley Railway.....	59.30
Copper Range Railroad.....	77.40
Copper River & Northwestern Railway.....	195.60
Corvallis & Eastern Railroad.....	140.20
Crosbyton-South Plains Railroad.....	38.30
Dansville & Mt. Morris Railroad.....	14.60
Dardanelle & Russellville Railroad.....	5.00
Denison & Pacific Suburban Railway.....	7.30
Denver, Boulder & Western Railroad.....	46.20
De Queen & Eastern Railroad.....	27.00
Eastern Texas Railroad.....	30.30
El Paso & Northeastern Railroad.....	453.91
El Paso & Southwestern Railroad.....	426.19
Erie Railroad.....	1,739.10
Escanaba & Lake Superior Railroad.....	83.50
Fort Smith, Subiaco & Eastern Railroad.....	14.00
Franklin & Abbeville Railroad.....	49.27
Gallatin Valley Railway.....	48.35
Galveston, Harrisburg & San Antonio Railway.....	1,331.80
Galveston, Houston & Henderson Railroad.....	49.50

Gould Southwestern Railway.....	19.00
Green Bay & Western Railroad.....	325.90
Groveton, Lufkin & Northern Railway.....	36.00
Gulf, Colorado & Santa Fe Railway.....	1,583.60
Gulf & Interstate Railway of Texas.....	76.70
Hilo Railroad.....	80.00
Holton Interurban Railway.....	24.17
Houston, East & West Texas Railway.....	230.90
Houston & Brazos Valley Railroad.....	20.20
Houston & Texas Central Railroad.....	775.28
Illinois Terminal Railroad.....	15.00
Independence & Monmouth Railway.....	18.30
International & Great Northern Railroad.....	1,146.80
Iowa & Southwestern Railway.....	17.30
Kanona & Prattsburg Railway.....	12.00
Kansas City, Clinton & Springfield Railway.....	194.00
Kansas City Southern Railway.....	826.40
Kansas City Suburban Railway.....	11.00
Kansas Southwestern Railway.....	60.40
Kansas City & Memphis Railway.....	52.10
Keweenaw Central Railroad.....	27.30
La Crosse & Southeastern Railway.....	42.20
Lake Charles & Northern Railroad.....	49.40
Lake Tahoe Railway & Transportation Company.....	15.00
Leavenworth & Topeka Railway.....	66.80
Lehigh & Hudson River Railway.....	88.20
Lehigh & New England Railroad.....	23.80
Los Angeles & San Diego Beach Railway.....	14.40
McCloud River Railroad.....	36.06
Manchester & Oneida Railway.....	8.33
Mansfield Railway & Transportation Co.....	14.00
Memphis, Dallas & Gulf Railroad.....	60.37
Midland Continental Railroad.....	50.10
Midland Terminal Railway.....	30.00
Midland Valley Railroad.....	356.40
Mineral Point & Northern Railway.....	30.60
Mississippi River & Boone Terre Railway.....	52.54
Missouri & North Arkansas Railroad.....	365.61
Missouri, Oklahoma & Gulf Railway.....	331.20
Missouri Pacific Railway—St. Louis, Iron Mountain & Southern Railway.....	6,974.29
Morenci Southern Railway.....	17.87
Morgan's Louisiana & Texas Railroad & Steamship Co.....	626.66
Morristown & Erie Railroad.....	10.50
Moscow, Camden & San Augustine Railway.....	7.00
Natchez & Southern Railway.....	2.25
Nevada-California-Oregon Railway.....	2,238.00
Nevada Central Railroad.....	93.30
Nevada Copper Belt Railroad.....	31.30
Nevada County Narrow Gauge Railroad.....	20.50
Nevada Northern Railway.....	153.20
Nevada Transportation Company.....	84.00
New Jersey & New York Railroad.....	45.50
New Mexico Central Railway.....	115.70
New Mexico Midland Railway.....	10.00
New York & Pennsylvania Railroad.....	56.70
New York, Susquehanna & Western Railroad.....	202.40
Northern Railroad of New Jersey.....	28.30
Northwestern Pacific Railroad.....	401.44
Oahu Railway & Land Company.....	85.80
Ocean Shore Railway.....	38.00
Opelousas, Gulf & Northeastern Railway.....	56.40
Pacific Coast Railway.....	66.00
Pacific & Eastern Railway.....	33.00
Pajaro Valley Consolidated Railway.....	6.30
Paragould Southeastern Railway.....	38.50
Pecos Valley Southern Railway.....	36.50
Peoria & Pekin Union Railway.....	8.80
Pine Bluff Arkansas River Railway.....	25.45
Portland, Eugene & Eastern Railway Co.....	5.50
Prescott & Northwestern Railroad.....	36.00
Rav & Gila Valley Railroad.....	7.00
Rio Grande Western Railway (including San Pete Valley Rail- way.....	654.30
Rogue River Valley Railway.....	6.00
Roscoe, Snyder & Pacific Railway.....	49.20
Sacramento Valley & Eastern Railway.....	15.00
St. Joseph & Grand Island Railway.....	319.70
St. Louis, Brownsville & Mexico Railway.....	535.50
St. Louis & Hannibal Railway.....	103.40
St. Louis, Rocky Mountain & Pacific Railway.....	100.67

St. Louis Southwestern Railway.....	804.28
St. Louis Southwestern Railway of Texas.....	699.73
Salem, Falls City Western Railway.....	27.00
San Antonio & Arkansas Pass Railway.....	729.20
San Antonio, Uvalde & Gulf Railroad.....	230.80
San Diego & Cuyamaca Railway.....	25.20
San Diego Southern Railway.....	28.89
Shreveport, Houston & Gulf Railroad.....	11.00
Sierra & Mohawk Railway.....	37.00
Sierra Railway of California.....	76.08
Silver Peak Railroad.....	17.60
Southern Pacific Co. (Pacific System).....	6,199.36
Southern Pacific Company of Mexico.....	1.00
Stephenville, North & South Texas Railway.....	106.64
Sugar Land Railway.....	14.20
Sunset Railroad.....	60.60
Tacoma-Eastern Railroad.....	75.80
Texas, Arkansas & Louisiana Railway.....	7.70
Texas Mexican Railway.....	159.60
Texas Midland Railroad.....	124.31
Texas & Gulf Railway.....	118.70
Texas & Pacific Railway.....	1,876.20
Texas Southeastern Railroad.....	17.50
Texas State Railroad.....	32.56
Texas & New Orleans Railroad.....	449.97
Thornton & Alexandria Railway.....	22.93
Timpson & Henderson Railway.....	34.00
Tonopah & Goldfield Railroad.....	97.80
Tonopah & Tidewater Railroad.....	173.99
Tremont & Gulf Railroad.....	50.00
Trinity Valley Southern Railroad.....	5.80
Utah Railroad.....	55.00
Virginia & Truckee Railroad.....	67.60
Wabash Railroad.....	2,245.90
Wabash Pittsburg Terminal Railway.....	60.00
Washington, Idaho & Montana Railway.....	47.00
Waupaca, Green Bay Railway.....	10.00
Weatherford, Mineral Wells & Northwestern Railway.....	41.20
Webbers Falls, Shawnee & Western Railway.....	10.40
Western Allegheny Railroad.....	43.45
West Side Belt Railroad.....	19.90
Wheeling & Lake Erie Railroad.....	471.40
White Pass & Yukon Route in United States.....	20.00
White Sulphur Springs & Yellowstone Park Railway.....	22.85
Willamette Valley & Coast Railroad.....	5.40
Yosemite Valley Railroad.....	77.90
Yreka Railroad.....	8.00
Total.....	61,354.53

## WELLS, FARGO &amp; COMPANY, MILEAGE COVERED.

## Steam Roads.

Abilene & Southern Railway:	
Ballinger, Texas, to Hamlin, Texas.....	96.40
Amador Central Railroad:	
Ione, California to Martel Station, California.....	12.00
Anderson & Bella Vista Railway:	
Anderson, Cal. to Bella Vista, Cal.....	17.00
Angelina & Neches River Railroad:	
Keltys, Texas, to Chireno, Texas.....	30.60
Prosser, Texas, to Lufkin, Texas.....	2.20
Ann Arbor Railroad:	
Toledo, Ohio to Frankfort, Mich.....	296.96
Arcata & Mad River Railroad:	
Arcata, Cal. to Korbel, Cal.....	10.00
Arizona Eastern Railroad Company:	
Cochise Division:	
Cochise, Ariz. to Gleeson, Ariz.....	34.50
Globe Division:	
Bowie, Ariz. to Globe, Ariz.....	124.14
Globe, Ariz. to Miami, Ariz.....	10.19
Phoenix Division:	
Phoenix, Ariz. to Maricopa, Ariz.....	34.92
Phoenix, Ariz. to Buckeye, Ariz.....	30.50
Hayden Division:	
Tempe, Ariz. to Winkelman, Ariz.....	88.07
Chandler Junction, Ariz., to Chandler, Ariz.....	5.31
	327.63

<b>Arizona &amp; New Mexico Railway:</b>		
Hachita, N. M. to Clifton, Ariz.....	108.91	
L. & H. Jct., N. M., to Lordsburg, N. M.....	1.17	110.08
<b>Arkansas Central Railroad:</b>		
Fort Smith, Arkansas to Paris, Arkansas.....	46.00	
<b>Arkansas Western Railway:</b>		
Heavener, Okla. to Waldron, Ark.....	31.80	
<b>Artesian Belt Railroad:</b>		
Macdona, Tex. to Christine, Tex.....	43.00	
<b>Asherton &amp; Gulf Railway:</b>		
Artesian Wells, Tex. to Asherton, Tex.....	32.10	
<b>Atchison, Topeka &amp; Santa Fe Railway:</b>		
Chicago to San Francisco, Cal.....	2,571.20	
Florence, Kans. to Purcell, Okla.....	240.70	
Isleta, N. M. to El Paso, Tex.....	240.00	
La Junta, Colo. to Denver, Colo.....	182.40	
Barstow, Cal. to Los Angeles (via San Bernardino and Lordsburg).....	140.10	
Ancona, Ill. to Pekin, Ill.....	58.00	
Union Depot Jct., Mo. to Kansas City Union Depot, Mo....	1.60	
North Lexington, Mo. to St. Joseph, Mo.....	76.30	
Kansas City, Mo., U. D. to A. T. & S. F. Jct., Kans.....	1.80	
Hutchinson Jct., Kans. to Kinsley, Kans.....	83.70	
Englewood Jct., Kans. to Wellington, Kans.....	18.30	
Mulvane, Kans. to Augusta Jct., Kans.....	20.90	
Sand Creek, Kans. to Winfield Jct., Kans.....	64.40	
Wellington, Kans. to Pecos, Tex.....	688.60	
Attica, Kans. to Medicine Lodge, Kans.....	20.90	
Wichita Jct., Kans. to East Kingman Jct., Kans.....	44.30	
West Kingman Jct., Kans. to Pratt, Kans.....	34.30	
Englewood Jct., Kans. to Englewood, Kans.....	165.90	
Wellington, Kans. to Caldwell, Kans.....	20.70	
Wellington, Kans. to Tonkawa, Okla.....	43.30	
Hutchinson, Kans. to Junction, Okla.....	129.10	
Blackwell, Okla. to Ponca City, Okla.....	15.40	
Belvidere, Kans. to Guthrie, Okla.....	167.20	
Terminal Jct., Mo. to Topeka, Kans.....	70.50	
Little River, Kans. to Holyrood, Kans.....	26.10	
Abilene, Kans. to Salina, Kans.....	22.20	
Florence, Kans. to Ellinwood, Kans., via Little River....	98.70	
North Ottawa, Kans. to Eastern Jct., Kans.....	70.40	
Eastern Jct., Kans. to Longton, Kans. (via Benedict Jct.)..	43.40	
Benedict Jct., Kans. to Madison Jct., Kans.....	40.60	
Eastern Jct., Kans. to Joplin, Mo.....	78.70	
Emporia, Kans. to Moline, Kans. (via Madison Jct.).....	84.40	
Havana, Kans. to Cedarvale, Kans.....	38.40	
Larned, Kans. to Jetmore, Kans.....	46.20	
Great Bend, Kans. to Scott City, Kans.....	120.00	
Wilder, Kans. to Hawthorne, Kans.....	45.60	
North Ottawa, Kans. to Lawrence, Kans.....	26.10	
Burlingame, Kans. to Alma, Kans.....	33.80	
Holiday, Kans. to Emporia Jct., Kans.....	98.40	
Quenemo, Kans. to Osage City, Kans.....	20.00	
Strong City, Kans. to Bazar, Kans.....	11.70	
Manchester, Kans. to Barnard, Kans.....	43.10	
Strong City, Kans. to Superior, Neb.....	157.80	
Colony Jct., Kans. to Yates Center, Kans.....	24.30	
Burlington Jct., Kans. to Gridley, Kans.....	52.00	
Cherryvale, Kans. to Coffeyville, Kans.....	16.50	
Eastern Jct., Kans. to Wellington, Kans.....	142.10	
Independence, Kans. to Tulsa, Okla.....	90.70	
Cashio, Okla. to Seward, Okla.....	10.70	
Newkirk, Okla. to Gulf Jct., Okla. (via Esau Jct. to Cushing Jct.).....	182.40	
Eastern, Okla. Jct. to Esau Jct., Okla.....	78.10	
Ripley, Okla. to Cushing Jct., Okla.....	10.10	
Pauls Valley, Okla. to Lindsay, Okla.....	23.80	
Davis, Okla. to Sulphur, Okla.....	9.40	
Canon, Tex. to La Mesa, Tex.....	174.30	
Slaton, Tex. to Coleman, Tex.....	190.70	
Plainview Jct., Tex. to Floydade, Tex.....	26.10	
Canon Jct., Colo. to Canon City, Colo.....	39.00	
Clelland, Colo. to Rockvale, Colo.....	3.60	
Holly, Colo. to Swink, Colo. (via Kornman Jct.-Waveland Jct.-Shelton Jct.).....	93.50	
Lamar, Colo. to Kornman Jct., Colo.....	4.90	
Las Animas, Colo. to Waveland Jct., Colo.....	2.80	
Clovie Jct., N. M. to Belan, N. M.....	239.30	
Socorro, N. M. to Magdalena, N. M.....	26.80	

Lamy, N. M. to Santa Fe, N. M.	18.10	
Rincon, N. M. to Deming, N. M.	53.50	
Deming, N. M. to Silver City, N. M.	47.50	
Nutt, N. M. to Lake Valley, N. M.	12.70	
Whitewater, N. M. to Fierro, N. M.	20.80	
Hanover Jct., N. M. to Santa Rita, N. M.	3.50	
Belen, N. M. to Pavo, N. M.	17.90	
Sandia, N. M. to Dalles, N. M.	3.50	
Williams, Ariz. to Grand Canyon, Ariz.	63.80	
McConico, Ariz. to Chloride, Ariz.	22.00	
Ash Fork, Ariz. to Phoenix, Ariz.	194.00	
Cedar Glade, Ariz., to Claradale, Ariz.	38.10	
Phoenix & Eastern Jct., Ariz., to Crown City, Ariz.	54.00	
Poland Jct., Ariz. to Poland, Ariz.	7.90	
A. & C. Jct., Ariz. to Cadiz, Cal.	190.50	
Goffs, Cal. to Ivanpah, Cal.	45.20	
Barnwell, Cal., to Searchlight, Nev.	22.60	
Kramer, Cal. to Johannesburg, Cal.	28.50	
Riverbank, Cal. to Oakdale, Cal.	6.50	
Laton, Cal., to Lanare, Cal.	17.40	
Richmond, Cal. to Oakland, Cal.	10.90	
Corcoran, Cal. to Junction, Cal. (via Waukena and Del Rey)	67.60	
San Bernardino, Cal. to Los Angeles, Cal. (via Richfields and Fullerton)	70.70	
Fullerton, Cal., to National City, Cal.	108.10	
Richfield, Cal. to Orange, Cal.	5.80	
Highgrove, Cal. to Temecula, Cal.	44.80	
Perris, Cal. to San Jacinto, Cal.	19.40	
Elsinore Jct. to Elsinore, Cal.	2.00	
Los Angeles, Cal. to Fallbrook, Cal.	17.80	
Escondido Jct. to Escondido, Cal.	21.00	
Redondo Jct., Cal. to Redondo, Cal.	20.40	
San Bernardino, Cal. to Highland Jct., Cal.	25.40	
Reedley, Cal., to Tedra, Cal.	16.90	
Garden City, Gulf & Northern Railway:		
Garden City, Kans. to Scott City, Kans.	42.00	
		8,987.10
Bath & Hammondsport Railroad:		
Bath, N. Y. to Hammondsport, N. Y.		9.33
Beaumont & Great Northern Railroad:		
Livingston, Tex., to Weldon, Tex.		48.30
Bellingham & Northern Railway:		
Bellingham, Wash., to Glacier, Wash.	44.40	
Hampton, Wash., to Lynden, Wash.	5.30	
		49.70
Bessemer & Lake Erie Railroad:		
Erie, Pa. to East Pittsburg, Pa.	158.00	
Meadville Jct., Pa. to Meadville, Pa.	15.60	
Meadville Jct., Pa. to Shermansville, Pa.	1.50	
Shermansville, Pa. to Linesville, Pa.	3.50	
Lynces Jct., Pa. to Exposition Park, Pa.	.90	
Branchton, Pa. to Hilliard, Pa.	10.30	
Mercer, Pa. to Mercer Jct., Pa.	.80	
Conneaut Jct., Pa. to Conneaut, Ohio.	12.40	
		203.00
Bullfrog Goldfield Railroad:		
Goldfield, Nev. to Beatty, Nev.		74.20
Burrs Ferry, Brownell & Chester Railway:		
Rockland, Tex., to Turpentine, Tex.		10.10
Butte, Anaconda & Pacific Railway:		
Butte, Mont. to Anaconda, Mont.		25.70
Butte County Railroad:		
Chico, Cal. to Sterling, Cal.		31.50
California Western Railroad & Navigation Company:		
Fort Bragg, Cal., to Willits, Cal.		40.00
Caro Northern Railway:		
Caro, Tex. to Mount Enterprise, Tex.		16.50
Cement, Tolenas & Tidewater Railroad:		
Tolenas, Cal. to Cement, Cal.		2.12
Chicago Great Western Railroad:		
Chicago, Ill. to Oelwein, Iowa.	245.91	
Oelwein, Iowa to Minneapolis, Minn.	189.46	
Oelwein, Iowa to Kansas City, Mo.	352.58	
Oelwein, Iowa to Omaha, Neb.	262.90	
Sycamore, Ill. to De Kalb, Ill.	5.80	
Wilson Jct., Iowa to Cedar Falls, Iowa.	7.70	
Osage, Iowa to Randolph, Minn.	141.12	
Randolph, Minn. to Mankato, Minn.	67.06	
Simpson, Minn., to Winona, Minn.	55.70	
Eden, Minn., to Mantorville, Minn.	7.00	
Round House, Ia., to Fort Dodge, Ia.	.80	
Round House, Ia., to Lehigh, Ia.	13.80	

Clarion, Ia., to Hayfield, Minn.....	100.90	
Faribault Jct., Minn., to Faribault, Minn.....	1.43	
West Red Wing, Minn., to Red Wing.....	1.50	
Sumner, Ia., to Waverly, Ia.....	22.10	
Sixth St., St. Joseph, Mo., to U. D., St. Joseph, Mo.....	.10	
U. D., St. Joseph, Mo., to Monterey St.....	.20	
<b>Chicago, Milwaukee &amp; Puget Sound Railway:</b>		1,475.96
Mobridge, S. D., to Tacoma, Wash.....	1,891.50	
Black River Junction, Wash., to Seattle, Wash.....	9.60	
Bagley Junction, Wash., to Enumclaw, Wash.....	17.80	
Cedar Falls, Wash., to Everett, Wash.....	54.90	
Warden, Wash., to Marcellus, Wash.....	47.10	
Beverly Junction, Wash., to Hanford, Wash.....	45.20	
Colorado Junction, Mont., to Butte, Mont.....	1.10	
Tiflis, Wash., to Neppel, Wash.....	15.00	
Salsich Junction, Wash., to Hoquiam, Wash.....	94.40	
Moreau Junction, S. D., to Isabel, S. D.....	58.40	
St. Maries, Ida., to Elk River, Ida.....	71.70	
McLaughlan, S. D., to New England, N. D.....	133.70	
Cheyenne, S. D., to Faith, S. D.....	106.20	
<b>Montana Railroad:</b>		
Harlowton, Mont., to Hilger, Mont.....	80.00	2,126.60
<b>Chicago, Milwaukee &amp; St. Paul Railway:</b>		
Chamberlain, S. D., to Rapid City, S. D.....	219.10	
Chicago, Ill., to Milwaukee, Wis.....	85.00	
Rondout, Ill., to Janesville, Wis.....	66.70	
Pacific Junction, Ill., to Savanna, Ill.....	132.80	
Galewood, Ill., to Dunning, Ill.....	2.45	
Ashdale, Ill., to Davenport, Ia.....	60.50	
Savanna, Ill., to Ebner, Ill.....	11.60	
Savanna, Ill., to South Omaha, Neb.....	358.30	
Sabula, Iowa, to Browns, Iowa.....	21.40	
Elk River Junction, Iowa, to Davenport, Iowa.....	46.40	
Davenport, Iowa, to Jackson Jct., Iowa.....	151.70	
Eldridge Junction, Iowa, to Maquoketa, Iowa.....	31.33	
Paralta, Ia., to Farley, Ia.....	40.80	
Wabasha, Minn., to Chippewa Falls, Wis.....	62.70	
Red Cedar Junction, Wis., to Menomonie, Wis.....	15.90	
Des Moines, Ia., to Spencer, Ia.....	157.70	
Rockwell City, Ia., to Storm Lake, Ia.....	38.30	
Clive, Ia., to Boone, Ia.....	34.80	
Green Island, Ia., to River Junction, Minn.....	150.00	
Bellevue, Ia., to Cascade, Ia.....	35.60	
Turkey River Junction, Ia., to West Union, Ia.....	57.60	
Waukon Junction, Ia., to Waukon, Ia.....	22.80	
Reno, Minn., to Isinours, Minn.....	65.50	
South Minneapolis, Minn., to Ortonville, Minn.....	177.30	
Hastings, Minn., to Benton Junction, Minn.....	53.70	
Glencoe, Minn., to Hutchinson, Minn.....	13.90	
Junction Switch, Minn., to Fargo, N. D.....	117.00	
Junction Switch, Minn., to Aberdeen, S. D.....	109.70	
Millbank, S. D., to Sisseton, S. D.....	37.10	
Andover, S. D., to Cogswell, N. D.....	50.70	
North McGregor, Ia., to Chamberlin, S. D.....	440.70	
Beulah, Ia., to Elkader, Ia.....	19.20	
Spencer, Ia., to Spirit Lake, Ia.....	21.40	
Rock Valley, Ia., to Hudson, S. D.....	9.60	
Marion Jct., S. D., to Running Water, S. D.....	62.40	
Calmar, Ia., to South Minneapolis, Minn.....	170.70	
Mendota, Minn., to St. Paul, Minn.....	4.77	
Conover, Ia., to Decorah, Ia.....	9.00	
Austin, Minn., to Mason City, Ia.....	39.80	
Faribault, Minn., to Zumbrota, Minn.....	34.90	
Northfield, Minn., to Cannon Jct., Minn.....	32.00	
Farmington, Minn., to Mankato, Minn.....	59.80	
Mitchell, S. D., to Aberdeen, S. D.....	128.60	
Aberdeen, S. D., to Edgeley, N. D.....	63.90	
Aberdeen, S. D., to Mobridge, S. D.....	98.10	
Roscoe, S. D., to Orient, S. D.....	41.30	
Roscoe, S. D., to Linton, N. D.....	75.30	
Marion, Ia., to Rutledge, Ia.....	92.40	
Davenport, Iowa, to Ottumwa, Iowa.....	109.34	
Ottumwa Jct., Ia., to Kansas City, Mo.....	210.00	
Milwaukee, Wis., to La Crosse, Wis.....	195.50	
Watertown Jct., Wis., to Madison, Wis.....	36.60	
Portage Jct., Wis., to East Madison, Wis.....	34.30	
Viroqua Jct., Wis., to Viroqua, Wis.....	32.40	
Milton Jct., Wis., to Mineral Point, Wis.....	89.10	
Brodhead, Wis., to New Glarus, Wis.....	22.60	
Warren, Ill., to Gratiot, Wis.....	7.00	

Gratiot, Wis., to Shullsburg, Wis.....	11.50	
Calamine, Wis., to Platteville, Wis.....	16.90	
Milwaukee, Wis., to Portage, Wis.....	98.00	
Beaver Dam Jct., to Beaver Dam, Wis.....	2.10	
Fox Lake Jct., Wis., to Fox Lake, Wis.....	2.10	
Granville, Wis., to North Lake, Wis.....	19.60	
Iron Ridge Jct., Wis., to Fond du Lac, Wis.....	28.20	
Horicon Jct., Wis., to Berlin, Wis.....	42.70	
Brandon Jct., Wis., to Markesan, Wis.....	11.60	
Ripon Jct., Wis., to Oshkosh, Wis.....	19.00	
Rush Lake Jct., Wis., to Winneconne, Wis.....	14.70	
Brookfield, Wis., to North McGregor, Ia.....	181.80	
Mazomanie, Wis., to Prairie du Sac, Wis.....	10.10	
Lone Rock, Wis., to Richland Center, Wis.....	15.50	
Wauzeka, Wis., to La Farge, Wis.....	51.40	
Racine, Wis., to Kittridge, Ill.....	119.60	
Elkhorn, Wis., to Eagle Jct., Wis.....	16.40	
Janesville, Wis., to Beloit, Jct., Wis.....	14.10	
Rockton, Ill., to Davis Jct., Ill.....	26.90	
North La Crosse, Wis., to St. Paul, Minn.....	127.70	
St. Paul, Minn., to Minneapolis, Minn.....	10.00	
St. Croix Jct., Minn., to Stillwater, Minn.....	24.90	
Davis Jct., Ill., to Granville, Ill.....	68.50	
Granville, Ill., to Ogelsby, Ill.....	10.40	
Ladd, Ill., to Cherry, Ill.....	3.00	
La Crescent, Minn., to Wessington Springs, S. D.....	410.30	
Albert Lea, Minn., to St. Clair, Minn.....	40.00	
Wells, Minn., to Mankato, Minn.....	38.10	
Madison, S. D., to Bristol, S. D.....	103.20	
Manilla, Ia., to Sioux City, Ia.....	90.30	
Sioux City, Ia., to Scotland Jct., S. D.....	87.80	
Scotland, S. D., to Mitchell, S. D.....	47.80	
Tripp, S. D., to Stickney, S. D.....	41.00	
Napa, S. D., to Tyndall, S. D.....	21.40	
Tyndall, S. D., to Platte, S. D.....	61.00	
Elk Point, S. D., to Sioux Falls, S. D.....	70.60	
Sioux Falls, S. D., to Sioux Falls Jct., S. D.....	32.30	
Renner, S. D., to Madison, S. D.....	33.70	
North Milwaukee, Wis., to Channing, Mich.....	223.40	
Hilbert Jct., Wis., to Appleton, Wis.....	20.10	
Oconto Jct., Wis., to Oconto, Wis.....	11.20	
Ellis Jct., Wis., to Menominee, Mich.....	22.20	
Channing, Mich., to Champion, Mich.....	31.00	
Channing, Mich., to Ontonagon, Mich.....	92.50	
Kelso, Mich., to Crystal Falls, Mich.....	6.90	
Wabasha, Minn., to Zumbrota, Minn.....	53.90	
New Lisbon, Wis., to Babcock, Wis.....	32.50	
Tomah, Wis., to Babcock, Wis.....	29.70	
Babcock, Wis., to Pittsville, Wis.....	9.90	
Babcock, Wis., to Star Lake, Wis.....	150.80	
Pittsville Jct., Wis., to Vesper, Wis.....	8.20	
Dexterville Jct., Wis., to Romadka, Wis.....	27.40	
Nekoosa Jct., Wis., to Nekoosa, Wis.....	2.92	
Otis, Wis., to Gleason, Wis.....	31.64	
La Crescent, Minn., to Bridge Switch, Minn.....	1.00	
Mason City, Ia., to Mason City Junction, Ia.....	.30	
		7,345.75
Chicago & Erie Railroad:		
Marion, Ohio, to Chicago, Ill.....		269.00
Chicago, Peoria & St. Louis Railway:		
Peoria, Ill., to St. Louis, Mo.....	201.17	
Havana, Ill., to Jacksonville, Ill.....	41.75	
Lock Haven, Ill., to Grafton, Ill.....	8.16	
		251.08
Cincinnati, Hamilton & Dayton Railway:		
Dayton, Ohio, to Cincinnati, Ohio.....		60.00
Colorado Midland Railway:		
Colorado Springs, Colo., to Grand Junction, Colo.....	298.40	
Ra-alt, Colo., to Aspen, Colo.....	18.40	
Arkansas Junction, Colo., to Leadville, Colo.....	3.80	
		320.60
Colorado & Wyoming Railway:		
Southern Division—		
Trinidad, Colo., to Terco, Colo.....	31.39	
Primero Junction, Colo., to Primero, Colo.....	2.57	
Wyoming Division—		
Hartville Junction, Wyo., to Sunrise, Wyo.....	14.15	
Guernsey Junction, Wyo., to Guernsey, Wyo.....	.72	
		48.83
Colusa & Lake Railroad:		
Colusa, Cal., to Sites, Cal.....		22.00

**Concho, San Saba & Llano Valley Railway:**

Miles, Tex., to Paint Rock, Tex.....	17.00
San Angelo, Tex., to Sterling City, Tex.....	42.30

59.30

**Copper Range Railroad:**

Mass, Mich., to Calumet, Mich.....	58.60
Mill Mine Junction, Mich., to Painesdale, Mich.....	4.00
Greenland Junction, Mich., to Greenland, Mich.....	2.30
Calumet Junction, Mich., to Laurium, Mich.....	1.60
Mill Mine Junction, Mich., to Beacon Hill, Mich.....	10.00
Red Ridge Junction, Mich., to Red Ridge, Mich.....	.90

77.40

**Copper River & Northwestern Railway:**

Cordova, Alaska, to Kennecott, Alaska.....	195.60
--	--------

**Corvallis & Eastern Railroad:**

Yaquina, Ore., to Hoover, Ore.....	140.20
------------------------------------	--------

**Crosbyton-Southplains Railroad:**

Lubbock, Tex., to Crosbyton, Tex.....	38.30
---------------------------------------	-------

**Dansville & Mt. Morris Railroad:**

Mt. Morris, N. Y., to Dansville, N. Y.....	14.60
--	-------

**Dardanelle & Russellville Railroad:**

Russellville, Ark., to Dardanelle, Ark.....	5.00
---	------

**Denison & Pacific Suburban Railway:**

Denison, Texas, to Sherman Jct., Texas.....	7.30
---	------

**Denver, Boulder & Western Railroad:**

Boulder, Colo., to Ward, Colo.....	26.10
Sunset, Colo., to Eldora, Colo.....	20.10

46.20

**DeQueen & Eastern Railroad:**

DeQueen, Ark., to Dierks, Ark.....	27.00
------------------------------------	-------

**Eastern Texas Railroad:**

Lufkin, Tex., to Kennard, Tex.....	30.30
------------------------------------	-------

**El Paso & Northeastern Railroad:**

El Paso & Northeastern Railway:	
---------------------------------	--

El Paso, Tex., to Carrizozo, N. M.....	144.48
--	--------

Carrizozo, N. M., to Capitan, N. M.....	21.85
---	-------

El Paso & Rock Island Railway:	
--------------------------------	--

Carrizozo, N. M., to Santa Rosa, N. M.....	128.46
--	--------

Alamogordo & Sacramento Mountain Railway:	
---	--

Alamogordo, N. M., to Cloud Croft, N. M.....	26.43
--	-------

Dawson Railway:	
-----------------	--

Tucumcari, N. M., to Dawson, N. M.....	132.69
--	--------

453.91

**El Paso & Southwestern Railroad:**

El Paso, Tex., to Tucson, Ariz.....	340.47
-------------------------------------	--------

Fairbank, Ariz., to Benson, Ariz.....	19.87
---------------------------------------	-------

Osborn, Ariz., to Bisbee, Ariz.....	7.83
-------------------------------------	------

Fairbank, Ariz., to Tombstone, Ariz.....	9.07
--	------

Douglas, Ariz., to Courtland, Ariz.....	35.74
---	-------

Lewis Springs, Ariz., to Fort Huachuca, Ariz.....	13.21
---	-------

426.19

**Erie Railroad:**

New York, N. Y., to Salamanca, N. Y.....	414.20
--	--------

West End, N. J., to Newark Junction, N. J.....	16.50
--	-------

Ridgewood Junction, N. J., to Rutherford Junction, N. J.....	9.80
--	------

Suffern, N. Y., to Sparkill, N. Y.....	15.90
--	-------

Greycourt, N. Y., to Vails Gate Junction, N. Y.....	13.80
---	-------

Newburgh Junction, N. Y., to Newburgh, N. Y.....	17.60
--	-------

Goshen, N. Y., to Montgomery, N. Y.....	10.20
---	-------

Goshen, N. Y., to Pine Island, N. Y.....	11.90
--	-------

Middletown, N. Y., to Pine Bush, N. Y.....	13.60
--	-------

Lackawaxen, Pa., to Scranton, Pa.....	51.90
---------------------------------------	-------

West Hawley, Pa., to Honesdale, Pa.....	9.00
---	------

West Lake Junction, Pa., to Lake Ariel, Pa.....	1.42
---	------

Janesboro, Pa., to Carbondale, Pa.....	27.40
--	-------

Elmira (Henry St.) N. Y., to Hoytville, Pa.....	60.10
---	-------

Tioga Junction, Pa., to Lawrenceville, Pa.....	3.40
--	------

Blossburg, Pa., to Morris Run, Pa.....	3.60
--	------

Carrollton, N. Y., to Johnsonburg, Pa.....	53.70
--	-------

Crawford Junction, Pa., to Alton, Pa.....	1.70
---	------

Painted Post, N. Y., to Rochester, N. Y.....	92.90
--	-------

Avon, N. Y., to Attica, N. Y.....	34.90
-----------------------------------	-------

Avon, N. Y., to Mt. Morris, N. Y.....	15.30
---------------------------------------	-------

Conesus Lake Junction, N. Y., to Lakeville, N. Y.....	2.00
---	------

Hornell, N. Y., to Buffalo, N. Y.....	92.50
---------------------------------------	-------

East Buffalo, N. Y., to Suspension Bridge, N. Y.....	23.50
--	-------

Buffalo, N. Y., to Jamestown, N. Y.....	69.10
---	-------

Salamanca, N. Y., to Dunkirk, N. Y.....	46.80
---	-------

**New York & Greenwood Lake Railway:**

Jersey City, N. J., to Sterling Forest, N. J.....	42.20
---	-------

Ringwood Junction, N. J., to Ridgewood, N. J.....	2.60
---	------

Great Notch, N. J., to Essex Falls, N. J.....	5.10
---	------



Forest Hill, N. J., to Orange, N. J.....	3.20	
New York, Pennsylvania & Ohio Railroad:		
Salamanca, N. Y., to Marion, Ohio, via Youngstown, Ohio	\$16.10	
Buchanan, Pa., to Oil City, Pa.....	33.20	
Sharon, Pa., to New Castle, Pa.....	22.70	
Pymatuning, Pa., to Warren, Pa.....	25.10	
Niles, Ohio, to Lisbon, Ohio.....	32.20	
Leavittsburg, Ohio, to Cleveland, Ohio.....	49.30	
Marion, Ohio, to Dayton, Ohio.....	32.70	
		1,739.10
Escanaba & Lake Superior Railroad:		
Channing, Mich., to Escanaba, Mich.....	66.50	
Northland, Mich., to Kates, Mich.....	17.00	
		83.50
Fort Smith, Subiaco & Eastern Railroad:		
Paris, Ark., to Scranton, Ark.....		14.00
Franklin & Abbeville Railroad:		
Franklin, La., to New Iberia, La.....	31.87	
Davids, La., to Milton, La.....	17.40	
		49.27
Gallatin Valley Railway:		
Three Forks, Mont., to Bozeman, Mont.....	38.87	
Belgrade Junction, Mont., to Belgrade, Mont.....	5.23	
Bozeman Hot Springs, Mont., to Salesville, Mont.....	4.75	
		48.85
Galveston, Harrisburg & San Antonio Railway:		
Houston, Tex., to Del Rio, Tex.....	378.15	
Del Rio, Tex., to Rio Grande (state line).....	453.06	
		831.21
Spofford, Tex., to Eagle Pass, Tex.....	33.78	
Harwood, Tex., to Gonzales, Tex.....	12.30	
Glidden, Tex., to La Grange, Tex.....	24.71	
Houston, Tex., to Galveston, Tex.....	57.60	
Rosenberg, Tex., to Beeville, Tex.....	146.20	
Wharton Junction, Tex., to Palacios, Tex.....	68.00	
Bay City Junction, Tex., to Hawkinsville, Tex.....	17.10	
San Antonio, Tex., to Port Lavaca, Tex.....	140.90	
		1,331.80
Galveston, Houston & Henderson Railroad:		
Houston, Tex., to Galveston, Tex.....		49.50
Gould Southwestern Railway:		
Gould, Ark., to Star City, Ark.....		19.00
Green Bay & Western Railroad:		
Green Bay, Wis., to Winona, Minn.....	214.00	
Plover, Wis., to Stevens Point, Wis.....	6.40	
Marshland, Wis., to La Crosse, Wis.....	30.00	
Ahnapee & Western Railway:		
Casco Jct., Wis., to Sturgeon Bay, Wis.....	34.00	
Iola & Northern Railroad:		
Scandinavia, Wis., to Iola, Wis.....	4.50	
Kewaunee, Green Bay & Western Railway:		
Green Bay, Wis., to Kewaunee, Wis.....	37.00	
		325.90
Groveton, Lufkin & Northern Railway:		
Lufkin, Tex., to Groveton, Tex.....		36.00
Gulf, Colorado & Santa Fe Railway:		
Purcell, Okla., to Galveston, Tex.....	517.50	
Cleburne, Tex., to Paris, Tex.....	151.50	
Ladonia, Tex., to Honey Grove, Tex.....	11.60	
Dallis Junction, Tex., to Dallas, Tex.....	1.60	
East Dallas, Tex., to Dallas, Tex.....	2.80	
Weatherford Junction, Tex., to Weatherford, Tex.....	40.10	
Temple, Tex., to San Angelo, Tex.....	227.40	
Coleman Junction, Tex., to Coleman, Tex.....	4.80	
Belton Junction, Tex., to Belton, Tex.....	1.10	
Lampasas Junction, Tex., to Lampasas, Tex.....	1.00	
Alvin, Tex., to Houston, Tex.....	23.90	
Rayner, Tex., to Garwood, Tex.....	9.60	
Sealy, Tex., to Matagorda, Tex.....	88.80	
Eagle Lake Junction, Tex., to Eagle Lake, Tex.....	.70	
Somerville, Tex., to Silsbee, Tex.....	152.10	
Silsbee, Tex., to Beaumont, Tex.....	21.50	
Silsbee, Tex., to Center, Tex.....	120.30	
McGregor, Tex., to Waco, Tex.....	19.30	
Bragg, Tex., to Saratoga, Tex.....	9.10	
Kirbyville, Tex., to Oakdale, La.....	80.70	
Montgomery Junction, Tex., to Montgomery, Tex.....	.90	
Lometa, Texas, to Eden, Texas.....	98.00	
		1,583.60
Gulf & Interstate Railway of Texas:		
Beaumont, Tex., to Galveston, Tex.....		76.70

<b>Hilo Railroad:</b>		
Hiloo, T. H., to Paaulo, T. H.....	33.70	
Hiloo, T. H., to Kapoho, T. H.....	25.10	
Olaa, T. H., to Glenwood, T. H.....	17.00	
Pahea Jct., T. H., to Pahoa, T. H.....	4.20	
		80.00
<b>Holton Interurban Railway:</b>		
Dixieland, Cal., to Holtville, Cal.....		24.17
<b>Houston East &amp; West Texas Railway:</b>		
Houston, Tex., to Logansport, La.....	191.50	
<b>(Houston &amp; Shreveport Railroad):</b>		
Logansport, La., to Shreveport, La.....	39.40	
		230.90
<b>Houston &amp; Brazos Valley Railway:</b>		
Velasco, Tex., to Anchor, Tex.....		20.20
<b>Houston &amp; Texas Central Railroad:</b>		
Houston, Tex., to Denison, Tex.....	337.74	
Garrett, Tex., to Fort Worth, Tex.....	52.70	
Hutchins, Tex., to Lancaster, Tex.....	4.70	
Bremond, Tex., to Waco, Tex.....	48.40	
Nelleeva Junction, Tex., to Mexia Junction, Tex.....	94.06	
Hempstead, Tex., to Marble Falls, Tex.....	188.78	
Austin Junction, Tex., to Austin, Tex.....	1.3†	
Wilkie, Tex., to Lampasas, Tex.....	23.64	
Fairland, Tex., to Llano, Tex.....	28.92	
		775.28
<b>Illinois Terminal Railroad:</b>		
Alton, Ill., to Edwardsville, Ill.....		15.00
<b>Independence &amp; Monmouth Railway:</b>		
Independence, Ore., to Monmouth, Ore.....	2.00	
Dallas, Ore., to Airlie, Ore.....	16.30	
		18.30
<b>International &amp; Great Northern Railroad:</b>		
Longview Jct., Texas, to Laredo, Texas.....	493.50	
Fort Worth, Texas, to Houston, Texas.....	296.00	
Mineola, Texas, to Troup, Texas.....	44.20	
Overton, Texas, to Henderson, Texas.....	16.00	
Palestine, Tex., to Phelps, Tex.....	83.90	
Phelps, Texas, to Huntsville, Texas.....	7.00	
Phelps, Texas, to Spring, Texas.....	43.70	
Navacota, Texas, to Madisonville, Texas.....	44.70	
Houston, Texas, to East Columbia, Texas.....	53.40	
Houston, Texas, to Galveston, Texas.....	48.40	
Round Rock, Texas, to Georgetown, Texas.....	10.00	
Colorado Bridge, Texas, to Austin, Texas.....	.60	
Calvert Jct., Texas, to Calvert, Texas.....	4.70	
Waco Jct., Texas, to Waco, Texas.....	.70	
		1,146.80
<b>Iowa &amp; Southwestern Railway:</b>		
Blanchard, Iowa, to College Springs, Iowa.....	6.30	
College Springs, Iowa, to Clarinda, Iowa.....	11.00	
		17.30
<b>Kanona &amp; Prattsburg Railway:</b>		
Kanona, N. Y., to Prattsburg, N. Y.....		12.00
<b>Kansas City, Clinton &amp; Springfield, Railway:</b>		
Kansas City, Mo., to Springfield, Mo.....		194.00
<b>Kansas City Southern Railway (including Texarkana &amp; Fort Smith Railway):</b>		
Kansas City, Mo., to Port Arthur, Tex.....	786.20	
Spro, Okla., to Fort Smith, Ark.....	16.10	
De Quincy, La., to Lake Charles, La.....	22.30	
Depot Junction, Tex., to Texarkana, Tex.....	.30	
North "Y" switch to Shreveport, La.....	1.30	
South "Y" switch to Shreveport, La.....	.20	
		826.40
<b>Kansas City Suburban Railway:</b>		
Kansas City, Mo., to Independence, Mo.....		11.00
<b>Kansas Southwestern Railway:</b>		
Arkansas City, Kans., to Anthony, Kans.....	59.50	
A. T. & S. F. Junction to Caldwell, Kans.....	.90	
		60.40
<b>Kansas City &amp; Memphis Railway:</b>		
Rogers, Ark., to Siloam Springs, Ark.....	31.10	
Cave Springs, Ark., to Fayetteville, Ark.....	21.00	
		52.10
<b>Keweenaw Central Railroad:</b>		
Calumet, Mich., to Mandan, Mich.....		27.30
<b>La Crosse &amp; Southeastern Railway:</b>		
La Crosse, Wis., to Viroqua, Wis.....		42.20
<b>Lake Charles &amp; Northern Railroad:</b>		
DeRidder, La., to Lake Charles, La.....	45.40	

<b>Gulf &amp; Sabine River Railway:</b>			
Nitram, La., to Fullerton, La.....	4.00		49.40
<b>Lake Tahoe Railway &amp; Transportation Company:</b>			
Truckee, Cal., to Tahoe, Cal.....			15.00
<b>Leavenworth &amp; Topeka Railway:</b>			
Leavenworth, Kans., to Topeka, Kans.....			56.80
<b>Lehigh &amp; Hudson River Railway:</b>			
Maybrook, N. Y., to Easton, Pa.....	86.70		
Belvidere, Mansfield St., N. J., to Belvidere, N. J.....	.50		
Belvidere, N. J., to L. & H. Junction, N. J.....	1.00		88.20
<b>Lehigh &amp; New England Railroad:</b>			
Pine Island Junction, N. Y., to Augusta, N. J.....	20.30		
Glenwood Junction, N. Y., to Glenwood, N. J.....	2.50		22.80
<b>Los Angeles &amp; San Diego Beach Railway:</b>			
San Diego, Cal., to La Jolla, Cal.....			14.40
<b>McCloud River Railroad:</b>			
Sisson, Cal., to Bartle, Cal.....			36.06
<b>Manchester &amp; Oneida Railway:</b>			
Oneida, Iowa, to Manchester, Iowa.....			8.33
<b>Mansfield Railway &amp; Transportation Company:</b>			
Mansfield, La., to Hunters, La.....			14.00
<b>Memphis, Dallas &amp; Gulf Railroad:</b>			
Texarkana, Ark., to Murfreesboro, Ark.....			60.37
<b>Midland Continental Railroad:</b>			
Edgeley, N. D., to Jamestown, N. D.....			50.10
<b>Midland Terminal Railway:</b>			
Divide, Colo., to Cripple Creek, Colo.....			30.00
<b>Midland Valley Railroad:</b>			
Wichita, Kans., to Hartford, Ark.....	329.80		
Excelsior, Ark., to Greenwood, Ark.....	4.86		
Jenks, Okla., to Glenpool, Okla.....	6.00		
Maney Junction, Okla., to Fort Smith, Ark.....	16.30		356.40
<b>Mineral Point &amp; Northern Railway:</b>			
Highland, Wis., to Mineral Point, Wis.....			30.60
<b>Mississippi River &amp; Boone Terre Railway:</b>			
Riverside, Mo., to Doe Run, Mo.....	46.46		
Hoffman Branch Jct., Mo., to Leadwood, Mo.....	6.08		52.54
<b>Missouri &amp; North Arkansas Railroad:</b>			
Joplin, Mo., to Helena, Ark.....	360.72		
Junction, Ark., to Eureka Springs, Ark.....	1.82		
Freeman, Ark., to Berryville, Ark.....	3.07		365.61
<b>Missouri, Oklahoma &amp; Gulf Railway:</b>			
Joplin, Mo., to Denison, Texas.....	327.20		
Bromide Jct., Okla., to Bromide, Okla.....	4.00		331.20
<b>Missouri Pacific Railway-St. Louis, Iron Mountain &amp; Southern Railway:</b>			
<b>Missouri Pacific Railway:</b>			
St. Louis (Union Station), Mo., to Rose Hill.....	276.86		
To M. P. 276 via Sedalla, M. P. 276 to K. C. S. W. Jct., Mo.....			
K. C. S. W. Jct. to Kansas City, Mo. (U. D.).....	5.49		
K. C. S. W. Jct. to Leeds, Mo.....	4.97		
Leeds, Mo., to Holsington, Kans.....	275.24		
Holsington, Kans., to Pueblo, Colo.....	338.26		
St. Louis, Mo.—Tower Grove to Ivory Ave., Connection, Mo.....	6.32		
Lake Jct., H. B. Lake Branch, Mo., to Creve Coeur, Mo.....	12.62		
Jefferson City, Mo., Lebanon Branch Jct., to Bagnell, Mo., end of track.....	45.31		
Sedalla, Mo., to Warsaw, Mo., end of track.....	42.30		
Sedalla, Mo., Texas Branch Jct., to Myrick Jct., Mo.....	57.21		
Cole Jct., Mo., to Lake City Branch Conn., Mo.....	140.08		
Booneville, Mo., to J. C. B. & L. Jct. to Versailles, Mo., end of track.....	43.55		
Marshall Jct., Mo., C. G. B., to Marshall, Mo.....	1.92		
Lake City, Branch-East Conn. to Independence, Mo.....	10.17		
Kansas City, U. D. Mo., to M. P. 289-M. P. 289 to Omaha, Webster St.....	223.87		
Atchison, Kans., to St. Joseph, Mo.....	21.20		
Auburn Jct., Neb., to Westside Jct.....	71.58		
Union, Neb., to Weeping Water Jct., Neb.....	13.06		
Crete Branch, Neb.....	57.52		
Lincoln Branch, Neb.....	34.57		
Kansas City, Kans., Pac. Conn., to Virginia, Neb., end of track.....	156.18		

Leavenworth Branch, Kans.....	11.61
Atchison, Kans., C. B. Jct., to Lenora, Kans., end of track.....	292.75
Washington Branch, Kans.....	7.00
Yuma, Kans., to Prosser, Neb.....	102.98
Jamestown, Kans., to Burr Oak, Kans.....	33.40
Downs, Kans., to Stockton, Kans.....	41.60
Fort Scott Jct., Kans., to Topeka, Kans.....	129.71
Salina Branch, Kans.....	41.97
Great Bend Branch, Kans.....	10.04
Pleasant Hill, Mo. (L. & S. Div. Jct., to Ft. S. & E. and K. M. & D. Conn., Fort Scott, Kans.....	77.61
Forts B. T. and K. N. D. Conn., Fort Scott, Kans., to Hartner, Kans., end of track.....	253.27
Monteith Jct., Mo., to St. L. & E. Jct., Le Roy, Kans., V. V. I. & W. Jct., to Madison, Kans.....	104.63
Rich Hill, Mo., via. Ft. S. & E. Conn., to Joplin, Mo.....	82.46
Ft. Scott, Kans., to Cornell, Kans.....	29.66
Nassau Jct., Mo., to Larned, Kans., end of track.....	345.52
Carthage Jct., Mo., to Pittsburg, Kans., K. C. So. Con.. Granby Branch, Mo.....	29.20
Eldorado, Kans., to McPherson, Kans.....	20.93
Kiowa Jct., Kans., to Geneseo, Kans.....	61.60
Geneseo, Kans., K. & K. C. Jct., to Kanapolis, U. P., Conn., Kans.....	86.77
Dexter Jct., Kans., to Arkansas City, Kans., end of track.....	14.29
Olcott Jct., Kans., to Iuka, Kans., end of track.....	24.76
Osawatimie, Kans., Ottawa Branch Conn., to Deering Jct., Kans.....	19.89
L. & C. V. Jct. to Peru Jct., Kans., Roper, Kans., to Peru Jct.....	132.65
St. Louis, Iron Mountain & Southern Railway:	51.70
St. Louis, Broadway, Carondelet to M. P. 10, Jefferson Barracks and Barracks to Texarkana, Ark.....	493.29
Potosi Branch-Mineral Point, Mo., to Potosi, Mo.....	3.53
Blismark, Mo., to Belmont, Mo., end of track.....	120.14
Allenville, Mo., to Jackson, Mo., end of track.....	16.29
Poplar Bluff, Mo., to Birds Point, Mo., end of track.....	70.03
Neelyville, Mo., to Doniphan, Mo., end of track.....	19.77
Little Rock, Ark., to McGehee, Ark.....	103.00
Gurdon, Ark., to El Dorado, Ark., end of track.....	66.10
Hope, Ark., to Nashville, Ark.....	25.34
Pine Bluff, Ark., to Benton, Ark., crossing.....	45.90
Benton, Ark., crossing, to Hot Springs, Ark., end track.....	30.44
St. Louis, Mo. (U. D.), to M. & O. Crossing to Thebes, Ill. Paragould, Ark., St. L. S. W. crossing, to McGehee, Ark., M. H. & L. Conn.....	128.93
McGehee, Ark., M. H. & L. Crossing, to Clayton Jct. La. McGehee, Ark., W. B. & B., to Alexandria, La.....	189.05
Alexandria, La., to Lake Charles, La., Division St.....	148.16
Mill Post 348, Argenta, Ark., to Okla., Kans; State Line near Coffeyville.....	190.01
H. B. Ft. Smith Branch (Van Buren, Ark.), to Junc. Bridge Track, Ark.....	315.04
Greenwood Branch, Greenwood Jct., Okla., to Greenwood, Ark.....	5.40
Gorman, Ill., to Bush, Ill.....	22.28
Bush, Ill., to Herrin, Ill.....	24.23
E. & B. Conn., El Dorado, Ark., to Vidalla, La.....	6.53
Felsenthal, Ark., to Monroe, La.....	159.79
Itiro, La., to Farmersville, La.....	44.55
Ferriday, La., to Black River, La.....	21.66
Gurdon, Ark., to Womble, Ark.....	15.20
Pike City Jct., Ark., G. & Ft. Smith, Conn., to Pike City, Ark.....	59.06
Thebes Bridge Jct., Ill., to Cairo, Ill.....	13.05
Knobel H. B., Ark., to Paragould, Ark.....	24.30
M. H. & L., Conn. (New Latour, Ark., to Helena, Ark.....	20.46
Bald Knob, Ark., to Memphis, Tenn.....	12.25
Helena, Ark., to Clarendon, Ark.....	91.24
Pine City, Ark., to Brinkley, Ark.....	47.34
Trippie Jct., Ark., to Arkansas City, Ark.....	22.94
Holly, Ark., to Warren, Ark.....	7.90
Eudora, Ark., to Calvit, La.....	44.65
Luna, Ark., to Crossett, Ark.....	37.37
Diaz, Ark., H. B. White River Branch, to Carthage, Mo. Cushman Branch, White River Jct., Ark., to Cushman, Ark.....	49.75
Crane, Mo., to Springfield, Mo.....	268.61
Ozark Jct., Ark. (via Coal Mill), to Hartman Jct., Ark.....	9.47
Spadra Jct., Ark. (via Cabin Creek), to Knoxville Jct., Ark.....	34.00
	12.27
	11.08

6,974.29

<b>Morenci Southern Railway:</b>		
Guthrie, Ariz., to Morenci, Ariz.....		17.87
<b>Morgan's Louisiana &amp; Texas Railroad &amp; Steamship Company:</b>		
New Orleans, La., to Sabine River, La.....	250.92	
Raceland Junction, La., to Lockport, La.....	9.60	
Schriever, La., to Houma, La.....	14.50	
Thibodeaux, La., to Napoleonville, La.....	21.70	
Napoleonville Junction, La., to Thibodeaux, La.....	.90	
Baldwin, La., to Weeks, La.....	18.94	
New Iberia, La., to Mamou, La.....	88.50	
I. & V. Junction, La., to Avery Island, La.....	3.80	
Mallard Junction, La., to Lake Arthur, La.....	33.40	
La Fayette, La., to Alexandria, La.....	85.30	
Cade, La., to Port Barre, La.....	41.10	
St. Martinsville Junction, La., to St. Martinsville, La.....	.50	
Lafayette, La., to Baton Rouge, La.....	57.40	
		626.56
<b>Morristown &amp; Erie Railroad:</b>		
Essex Falls, N. J., to Morristown, N. J.....		10.50
<b>Moscow, Camden &amp; San Augustine Railway:</b>		
Camden, Texas, to Moscow, Texas.....		7.00
<b>Natchez &amp; Southern Railway:</b>		
Vidalia (S-L) to Natchez, Miss.....		2.29
<b>Nevada-California-Oregon Railway:</b>		
Reno, Nev., to Lakeview, Ore.....		288.00
<b>Nevada Central Railroad:</b>		
Battle Mountain, Nev., to Austin, Nev.....		93.30
<b>Nevada Copper Belt Railroad:</b>		
Thompson, Nev., to Hudson, Nev., via Wabuska.....		31.30
<b>Nevada County Narrow Gauge Railroad:</b>		
Colfax, Cal., to Nevada, Cal.....		20.50
<b>Nevada Northern Railway:</b>		
Cobre, Nev., to Veteran, Nev.....	150.50	
McGill Junction, Nev., to McGill, Nev.....	2.70	
		153.20
<b>Nevada Transportation Company:</b>		
Palisades, Nev., to Eureka, Nev.....		84.00
<b>New Jersey &amp; New York Railroad:</b>		
Jersey City, N. J., to New City, N. Y.....	32.30	
Spring Valley, N. Y., to Haverstraw, N. Y.....	10.90	
Manuet Junction, to Spring Valley, N. Y.....	2.30	
		45.50
<b>New Mexico Central Railway:</b>		
Santa Fe, N. M., to Torrance, N. M.....		115.70
<b>New Mexico Midland Railway:</b>		
San Antonio, N. M., to Carthage, N. M.....		10.00
<b>New York &amp; Pennsylvania Railroad:</b>		
Ceres, N. Y., to Canisteo, N. Y.....		56.70
<b>New York, Susquehanna &amp; Western Railroad:</b>		
Jersey City, N. J., to Plains, Pa.....	162.40	
Two Bridges, N. J., to Middletown, N. Y.....	34.10	
Columbia Junction, N. J., to Delaware, N. J.....	8.00	
Hackensack, N. J., to Lodi, N. J.....	2.90	
		202.40
<b>Northern Railroad of New Jersey:</b>		
Jersey City, N. J., to Nyack, N. Y.....		28.30
<b>Northwestern Pacific Railroad:</b>		
<b>Western Division—</b>		
San Francisco, Cal., to Longvale, Cal.....	151.00	
Ignacio, Cal., to Glen Ellen, Cal.....	26.36	
Santa Rosa, Cal., to Sebastopol, Cal.....	6.33	
Fulton, Cal., to Monte Rio, Cal.....	19.65	
Willits, Cal., to Sherwood, Cal.....	13.62	
<b>Shore Division—</b>		
San Francisco, Cal., to Cazadero, Cal.....	83.83	
Mill Valley Junction, Cal., to Mill Valley, Cal.....	1.74	
San Anselmo, Cal., to San Quentin, Cal.....	5.85	
Schutzen, Cal., to Baltimore Park, Cal.....	2.80	
<b>San Francisco &amp; Northwestern Railway:</b>		
Arcata, Cal., to South Fork, Cal.....	54.46	
Alton Junction, Cal., to Carlotta, Cal.....	5.11	
Junction Point, Cal., to Fortuna, Cal.....	.30	
Junction Point, Cal., to Bohnerville, Cal.....	1.50	
<b>Eureka &amp; Klamath River Railroad:</b>		
Eureka, Cal., to Trinidad, Cal.....	28.90	
		401.44
<b>Oahu Railway &amp; Land Company:</b>		
Honolulu, T. H., to Kahuka, T. H.....	71.30	
Waipahu, T. H., to Waihiawa.....	11.00	
Junction, T. H., to Lellehua.....	3.50	
		85.80

<b>Ocean Shore Railway Company:</b>		
San Francisco, Cal., to Tunitas Glen, Cal.....		38.00
<b>Opelousas, Gulf &amp; Northeast Railway:</b>		
Melville, La., to Crowley, La.....		56.40
<b>Pacific Coast Railway:</b>		
San Luis Obispo, Cal., to Los Olivos, Cal.....		66.00
<b>Pacific &amp; Eastern Railway:</b>		
Medford, Ore., to Butte Falls, Ore.....		33.00
<b>Pajaro Valley Consolidated Railway:</b>		
Salinas, Cal., to Spreckles, Cal.....		6.30
<b>Paragould Southeastern Railway:</b>		
Paragould, Ark., to Blytheville, Ark.....		38.50
<b>Pecos Valley Southern Railway:</b>		
Pecos, Texas, to Balmorhea, Texas.....		36.50
<b>Peoria &amp; Pekin Union Railway:</b>		
Pekin, Ill., to Peoria, Ill.....		8.80
<b>Pine Bluff, Arkansas River Railway:</b>		
Rob Roy, Ark., to Waldstein, Ark.....		25.45
<b>Portland, Eugene &amp; Eastern Railway Co.:</b>		
Sheridan, Ore., to Willamina, Ore.....		5.50
<b>Prescott &amp; Northwestern Railroad:</b>		
Prescott, Ark., to Norville, Ark.....		36.00
<b>Ray &amp; Gila Valley Railroad:</b>		
Kelvin, Ariz., to Ray, Ariz.....		7.00
<b>Rio Grande Western Railway:</b>		
Grand Junction, Colo., to Ogden, Utah.....	328.00	
Thistle Junction, Utah, to Marysvale, Utah.....	132.00	
Roper, Utah, to Park City, Utah.....	32.00	
Springville, Utah, to Mammoth, Utah.....	42.00	
Provo, Utah, to Heber, Utah.....	26.00	
Mounds, Utah, to Sunnyside, Utah.....	17.00	
Bingham Junction, Utah, to Bingham, Utah.....	14.00	
Colton, Utah, to Clear Creek, Utah.....	21.00	
<b>San Pete Valley Railway:</b>		
Nephi, Utah, to Mantli, Utah.....	42.30	
		654.30
<b>Rogue River Valley Railway:</b>		
Medford, Ore., to Jacksonville, Ore.....		6.00
<b>Roscoe, Snyder &amp; Pacific Railway:</b>		
Roscoe, Texas, to Fluvanna, Texas.....		49.20
<b>Sacramento Valley &amp; Eastern Railway:</b>		
Pitt, Cal., to Bully Hill, Cal.....		15.00
<b>St. Joseph &amp; Grand Island Railway:</b>		
Kansas City, Mo., to Grand Island, Neb.....	312.60	
Stout, Kans., to Highland, Kans.....	7.10	
		319.70
<b>St. Louis, Brownsville &amp; Mexico Railway:</b>		
Houston, Tex., to Brownsville, Tex.....	372.40	
Harlingen, Tex., to Sam Fordyce, Tex.....	53.20	
Robstown, Tex., to Corpus Christi, Tex.....	15.80	
Bloomington, Tex., to Port O'Connor, Tex.....	38.90	
Buckeye, Tex., to College Port, Tex.....	16.10	
Bloomington, Tex., to Port O'Connor, Tex.....	38.60	
Heyser, Tex., to Austwell, Tex.....	16.00	
<b>San Antonio &amp; Rio Grande Railway:</b>		
San Juan, Tex., to Edinburg, Tex.....	9.80	
		535.50
<b>St. Louis &amp; Hannibal Railway:</b>		
Hannibal, Mo., to Gilmore, Mo.....	85.60	
Ralls Jct., Mo., to Perry, Mo.....	17.80	
		103.40
<b>St. Louis, Rocky Mountain &amp; Pacific Railway:</b>		
Des Moines, N. M., to Ute Park, N. M.....	94.23	
Clifton House, N. M., to Raton, N. M.....	6.44	
		100.67
<b>St. Louis Southwestern Railway:</b>		
St. Louis, Mo. (via Eads Bridge), to Ilmo Jct., Mo.....	132.38	
Ilmo Jct., Mo., with bridge track to Texarkana, Ark....	425.05	
Birds Point, Mo., to Malden, Mo.....	57.92	
Lilbourn, Mo., to New Madrid, Mo.....	5.22	
Stuttgart, Ark., to Gillett, Ark.....	34.51	
Althelmer, Ark., to Argenta, Ark.....	42.90	
Louisville, Ark., to Shreveport, La.....	62.60	
<b>Central Arkansas &amp; Eastern Railroad:</b>		
Hazen, Ark., to Stuttgart, Ark.....	20.00	
Rice Jct., Ark., to England, Ark.....	23.70	
		804.28
<b>St. Louis Southwestern Railway Co. of Texas:</b>		
Texarkana, Ark., to Gatesville, Tex.....	305.63	
Mt. Pleasant, Tex., to Fort Worth, Tex.....	154.78	
Addison, Tex., to Dallas, Tex.....	14.05	
Commerce, Tex., to Sherman, Tex.....	52.20	

Corsicana, Tex., to Hillsboro, Tex.....	41.78	
Tyler, Tex., to White City, Tex.....	131.29	
		699.73
<b>Salem, Falls City &amp; Western Railway:</b>		
Black Rock, Ore., to West Salem, Ore.....		27.00
<b>San Antonio &amp; Aransas Pass Railway:</b>		
Houston, Tex., to San Antonio, Tex.....	241.90	
Waco, Tex., to Yoakum, Tex.....	170.40	
Kennedy, Tex., to Corpus Christi, Tex.....	88.00	
Gregory, Tex., to Rockport, Tex.....	21.00	
Skidmore, Tex., to Alice, Tex.....	43.20	
Alice, Tex., to Falfurrias, Tex.....	36.30	
Shiner, Tex., to Lockhart, Tex.....	54.60	
San Antonio, Tex., to Kerrville, Tex.....	73.80	
		729.20
<b>San Antonio, Uvalde &amp; Gulf Railroad:</b>		
Uvalde Jct., Texas, to Carrizo Springs, Texas.....	53.00	
Crystal City, Tex., to San Antonio, Tex.....	145.20	
Jourdanton Jct., Tex., to Jourdanton, Tex.....	1.40	
Pleasanton Jct., Tex., to Whitsett, Tex.....	31.20	
		230.80
<b>San Diego &amp; Guyamaca Railway Company:</b>		
San Diego, Cal., to Foster, Cal.....		25.20
<b>San Diego Southern Railway:</b>		
San Diego, Cal., to Tia Juana, Cal.....	17.60	
Sweetwater Jct., Cal., to Bonita, Cal.....	2.90	
San Diego, Cal., to Ocean Beach, Cal.....	8.39	
		23.89
<b>Shreveport, Houston &amp; Gulf Railroad:</b>		
Huntington, Texas, to Manning, Texas.....		11.00
<b>Sierre &amp; Mohawk Railway:</b>		
Plumas, Cal., to Cllo, Cal.....		37.00
<b>Sierra Railway of California:</b>		
Oakdale, Cal., to Tuolumne, Cal.....	56.78	
Jamestown, Cal., to Angeles, Cal.....	19.30	
		76.08
<b>Silver Peak Railroad:</b>		
Blair Junction, Nev., to Blair, Nev.....		17.50
<b>Southern Pacific Company (Pacific System):</b>		
San Francisco, Cal., to Ogden, Utah (via Port Costa, Benicia & Lucin Cut-off).....	781.40	
Roseville, Cal., to Portland, Ore. (via Marysville & Albany Junction, Ore.).....	664.46	
San Francisco, Cal., to Burbank, Cal. (via South San Francisco, San Bruno, Mayfield, Station Clara, College Park, San Jose, Carnadero, Montalvo, Oxnard).....	459.50	
Sacramento, Cal., to Rio Grande, State Line (via Lathrop, Fresno, Goshen, Maud Junction).....	1,259.80	
Weed, Cal., to Klamath Falls, Ore.....	85.80	
Wyo, Cal., to Hamilton, Cal.....	10.40	
Davis, Cal., to Tehama, Cal.....	110.70	
Woodland, Cal., to Marysville, Cal.....	37.50	
Binney Junction, Cal., to Oroville, Cal.....	24.50	
Willows, Cal., to Fruot, Cal.....	17.00	
Brighton, Cal., to Placerville, Cal.....	54.00	
Jura, Cal., to Fair Oaks Bridge, Cal.....	1.90	
Port Costa, Cal., to Tracy, Cal.....	51.10	
Niles, Cal., to Tracy, Cal.....	41.60	
Sacramento, Cal., to Walnut Grove, Cal.....	24.60	
Elmhurst, Cal., to Niles, Cal.....	15.80	
Lathrop, Cal., to Tracy, Cal.....	10.70	
Tracy, Cal., to Fresno, Cal.....	126.20	
Avon, Cal., to Radum, Cal.....	29.70	
Peters, Cal., to Milton, Cal.....	11.50	
Niles, Cal., to San Jose, Cal.....	17.50	
Shellmound, Cal., to Berkeley, Cal.....	3.00	
Stockton, Cal., to Merced, Cal.....	72.00	
Woodbridge, Cal., to Valley Springs, Cal.....	29.40	
Galt, Cal., to Ione, Cal.....	27.10	
Berenda, Cal., to Raymond, Cal.....	20.90	
Napa Junction, Cal., to Sulsum, Cal.....	12.80	
Elmira, Cal., to Rumsey, Cal.....	51.00	
Napa Junction, Cal., to Santa Rosa, Cal.....	36.70	
Valley Junction, Cal., to Calistoga, Cal.....	43.70	
Wingo, Cal., to Ramal, Cal.....	2.00	
Buchli, Cal., to Union, Cal.....	8.60	
San Francisco, Cal., to Wingo, Cal.....	36.20	
Castoville, Cal., to Pacific Grove, Cal.....	17.90	
Pajaro, Cal., to Santa Cruz, Cal.....	20.20	
Carnadero, Cal., to Tres Pinos, Cal.....	18.00	
Baden, Cal., to South San Francisco, Cal.....	1.60	

Surf, Cal., to Lompoc, Cal.....	9.70	
Hilldale, Cal., to New Almaden, Cal.....	7.50	
San Francisco, Cal., to San Bruno, Cal., via Ocean View.	13.60	
West Oakland, Cal., to Santa Clara, Cal. (via Elmhurst and Newark) .....	33.90	
San Francisco, Cal., to Alameda, Cal. (via Alameda Mole)	10.00	
First and Webster Sts., Oakland, to Alameda Junction and Alameda, Cal. ....	5.60	
College Park, Cal., to Santa Cruz, Cal.....	35.00	
Boulder Creek, Cal., to Felton, Cal.....	7.60	
Campbell, Cal., to New Alameda, Cal.....	9.70	
Mayfield, Cal., to Vasona Junction, Cal.....	16.30	
Redwood, Cal., to Niles, Cal. (via Newark Cut-off).....	17.50	
Fresno, Cal., to Famosa, Cal. (via Exeter).....	104.30	
Fresno, Cal., to Friant, Cal.....	24.40	
Kerman, Cal., to Armona, Cal.....	36.20	
Coalinga, Cal., to Exeter, Cal.....	73.20	
Shorb, Cal., to Pasadena, Cal.....	4.80	
Shorb, Cal., to Duarte, Cal.....	12.40	
Los Alamitos, Cal., to West Anaheim, Cal.....	9.40	
Newport Beach, Cal., to Benedict Junction, Cal.....	15.80	
Tustin Junction, Cal., to Tustin, Cal.....	10.50	
Los Angeles, Cal., to Florence, Cal.....	5.40	
Studabaker, Cal., to Whittier, Cal.....	5.90	
West Anaheim, Cal., to Anaheim Junction, Cal.....	3.10	
Florence, Cal., to Newport Beach, Cal. (via West Anaheim and Tustin Junction).....	39.10	
Florence, Cal., to Pedro, Cal.....	16.40	
Santa Cruz, Cal., to Davenport, Cal.....	11.50	
Thenard, Cal., to Long Beach, Cal.....	3.30	
Redlands Junction, Cal., to Motor Junction, Cal.....	.50	
Riverside, Cal., to San Bernardino, Cal.....	10.40	
San Bernardino, Cal., to Grafton, Cal.....	13.50	
Imperial Junction, Cal., to Calexico, Cal.....	40.50	
Hanlon Junction, Cal., to Andrade, Cal.....	2.30	
Bassett, Cal., to Pomona, Cal.....	17.80	
Pomona, Cal., to Ontario, Cal. (via Chino).....	10.30	
Montalvo, Cal., to Saugus, Cal.....	45.50	
Nordhoff, Cal., to Ventura, Cal.....	15.00	
Kern Junction, Cal., to McKittrick, Cal.....	47.00	
Corinne, Utah, to Kelton, Utah.....	67.10	
Derby, Nev., to Wadsworth, Nev.....	5.60	
T. & N. R. Junction to Calabasas, Ariz.....	55.00	
Mohawk Junction, Ore., to Oakbridge, Ore.....	37.40	
Mohawk Junction, Ore., to Wendling, Ore.....	16.00	
Springfield Junction, Ore., to Springfield, Ore.....	1.30	
Albany Junction, Ore., to Tallman, Ore.....	7.30	
Woodburn, Ore., to Mohawk, Ore. (via Tallman).....	94.79	
Portland, Ore., to Corvallis, Ore. (via Forest Grove).....	95.50	
Portland, Ore., to St. Joseph, Ore. (via Oswego).....	36.63	
Brod Mead, Ore., to Sheridan, Ore.....	7.00	
Whiteson, Ore., to Airle, Ore.....	36.10	
Beaverton, Ore., to Cook, Ore.....	7.40	
Willaburg Junction, Ore., to Oswego, Ore.....	3.40	
Coos Bay, Roseburg & Eastern Railroad & Navigation Company:		
Marshfield, Ore., to Myrtle Point, Ore.....	23.00	
Nevada & California Railway:		
Hazen, Nev., to Keeler, Cal.....	253.40	
Owenyo, Cal., to Mojave, Cal.....	143.50	
Hazen, Nev., to Fallon, Nev.....	15.80	
Churchill, Nev., to Moundhouse, Nev.....	26.50	
New Mexico & Arizona Rtlway:		
Benson, Ariz., to Nogales, Ariz.....	33.40	
Hanford & Summit Lake Railway:		
Hardwick, Cal., to Ingle, Cal.....	42.00	
Pacific Railway & Navigation Company:		
Hillsboro, Ore., to Tillamook, Ore.....	91.18	
Porterville & Northeastern Railroad:		
Porterville, Cal., to Springville, Cal.....	16.00	
		6,199.36
Southern Pacific Railroad Company of Mexico:		
Cananea Division—		
Naco, Ariz., to Arizona-Mexico State Line.....		1.00
Stephenville North & South Texas Railway:		
Stephenville, Texas, to Gatesville, Texas.....	75.44	
Edson, Tex., to Comanche, Tex.....	31.20	
		106.64
Sugar Land Railway:		
Sugarland, Texas, to Arcola, Texas.....		14.20



<b>Sunset Railroad:</b>			
Bakersfield, Cal., to Maricopa, Cal.....	43.60		
Pentland, Cal., to Shale, Cal.....	17.00		
			60.60
<b>Tacoma Eastern Railroad:</b>			
Tacoma, Wash., to Morton, Wash.....	67.30		
Park Junction, Wash., to Ashford, Wash.....	5.50		
East Creek Junction, Wash., to Ladd, Wash.....	3.00		
			75.80
<b>Texas, Arkansas &amp; Louisiana Railway:</b>			
Bloomburg, Tex., to Atlanta, Tex.....			7.70
<b>Texas Mexican Railway:</b>			
Corpus Christi, Tex., to Laredo, Tex.....			159.60
<b>Texas Midland Railroad:</b>			
Ennis, Tex., to Paris, Tex.....			124.31
<b>Texas &amp; Gulf Railway:</b>			
Longview, Tex., to Center, Tex.....	67.80		
Gary, Tex., to Grigsby, Tex.....	27.50		
<b>Port Bolivar-Iron Ore Railway:</b>			
Longview, Tex., to Ore City, Tex.....	23.40		
			118.70
<b>Texas &amp; Pacific Railway:</b>			
Texarkana, Ark., to El Paso, Texas, via Marshall.....	859.60		
Texarkana, Ark., to Fort Worth, Tex., via Whitesboro..	244.90		
Marshall, Tex., to Reisor, La.....	32.80		
Shreveport, La., to New Orleans, La.....	325.80		
Baton Rouge, La., to Port Allen, La.....	8.50		
Addis, La., to Ferriday, La.....	110.00		
Donaldsonville, La., to Thibodeaux, La.....	28.10		
Texarkana, Ark., to Shreveport, La.....	75.00		
Melville, La., to Bunkle, La.....	47.70		
Bunkle, La., to Eunice, La.....	36.60		
Cypress, La., to Shreveport, La.....	81.70		
Donaldsonville, La., to Napoleonville, La.....	15.70		
Westwego branches	1.00		
Junction, La., to Harksville, La.....	8.80		
			1,876.20
<b>Texas Southeastern Railroad:</b>			
Diball, Texas, to Lufkin, Texas.....			17.50
<b>Texas State Railroad:</b>			
Rusk, Tex., to Palestine, Tex.....			32.56
<b>Texas &amp; New Orleans Railroad:</b>			
Dallas, Tex., to Sabine, Tex.....	320.00		
Houston, Tex., to Sabine River, Tex.....	111.18		
Nome, Tex., to Sour Lake, Tex.....	7.20		
Gallatin, Tex., to Rusk, Tex.....	8.29		
West Port Arthur, Tex., to Port Arthur, Tex.....	3.30		
			449.97
<b>Thornton &amp; Alexandria Railway:</b>			
Thornton, Ark., to Hampton, Ark.....			22.93
<b>Timpson &amp; Henderson Railway:</b>			
Timpson, Tex., to Henderson, Tex.....			34.00
<b>Tonopah &amp; Goldfield Railroad:</b>			
Mina, Nev., to Tonopah, Nev.....	63.90		
Columbia Junction, Nev., to Goldfield, Nev.....	28.90		
			97.80
<b>Tonopah &amp; Tidewater Railroad:</b>			
Ludlow, Cal., to Beattie, Nev.....	168.49		
Gold Center to Rhyolite, Nev.....	5.50		
			173.99
<b>Tremont &amp; Gulf Railroad:</b>			
Winnfield, La., to Tremont, La.....			50.00
<b>Trinity Valley Southern Railroad:</b>			
Dodge, Tex., to Oakhurst, Tex.....			5.80
<b>Utah Railroad:</b>			
Mack, Colo., to Dragon, Utah.....			55.00
<b>Virginia &amp; Truckee Railroad:</b>			
Reno, Nev., to Virginia, Nev.....	52.20		
Carson, Nev., to Minden, Nev.....	15.40		
			67.60
<b>Wabash Railroad:</b>			
St. Louis, Mo., to Kansas City, Mo., via Moberly & Brunswick .....	276.50		
Brunswick, Mo., to Omaha, Neb.....	226.80		
Chicago, Ill., to St. Louis, Mo., via Bement and Decatur (Eads Bridge) .....	286.00		
Moberly, Mo., to Des Moines, Ia.....	191.10		
Chicago, Ill., to Buffalo, N. Y. (mileage in United States only, via Montpelier) .....	280.60		
Moberly, Mo., to Decatur, Ill.....	210.00		
Bement, Ill., to New Haven, Ind.....	214.90		
Columbia, Mo., to Centralia, Mo.....	21.70		

Excelsior Springs Jct., Mo., to Excelsior Springs, Mo....	9.10	
Helmer, Ind., to Stroh, Ind.....	4.60	
Maysville, Ill., to Pittsfield, Ill.....	6.20	
Edwardsville Jct., Ill., to Edwardsville, Ill.....	2.00	
Glasgow, Mo., to Salisbury, Mo.....	15.10	
Forrest, Ill., to Streator, Ill.....	37.00	
Bement, Ill., to Altamont, Ill.....	36.00	
Maumee, Ohio, to Montpelier, Ohio.....	49.60	
Champaign, Ill., to Sidney, Ill.....	11.70	
Toledo, Ohio, to New Haven, Ind.....	88.50	
New Haven, Ind., to Montpelier, Ohio.....	43.10	
Keokuk, Ia., to Bluffs, Ill.....	75.80	
Attica, Ind., to Covington, Ind.....	14.80	
Clayton, Ill., to East Hannibal, Ill.....	46.90	
Ottumwa, Iowa, to Moulton, Iowa.....	36.10	
Welland Jct., Ont., to Buffalo, N. Y. (mileage in United States only)	23.60	
St. Louis, Mo., to Missouri-Illinois state line (Merchants' Bridge)	4.00	
Shumway, Ill., to Effingham, Ill.....	7.20	
		2,245.90
<b>Wabash Pittsburg Terminal Railway:</b>		
Pittsburg Jct., Ohio, to Pittsburgh, Pa.....	60.00	
<b>Washington, Idaho &amp; Montana Railway:</b>		
Bovill, Ida., to Palouse, Wash.....	47.00	
<b>Waupaca, Green Bay Railway:</b>		
Scandania, Wis., to Waupaca, Wis.....	10.00	
<b>Weatherford, Mineral Wells &amp; Northwestern Railway:</b>		
Weatherford, Tex., to Graford, Tex.....	41.20	
<b>Webbers Falls, Shawnee &amp; Western Railway:</b>		
Warner, Okla., to Webbers Falls, Okla.....	10.40	
<b>Western Allegheny Railroad:</b>		
Dewey, Pa., to East New Castle, Pa.....	43.45	
<b>West Side Belt Railroad:</b>		
Pittsburgh, Pa., to Clairton, Pa.....	19.90	
<b>Wheeling &amp; Lake Erie Railroad:</b>		
Toledo, Ohio, to Pittsburg Jct., Ohio.....	191.70	
Cleveland, Ohio, to Zanesville, Ohio.....	144.70	
Canton, Ohio, to Sherrodsville, Ohio.....	42.70	
Orville, Ohio, to Harmon, Ohio, via Brewster.....	22.90	
Pittsburg Jct., Ohio, to Warrenton, Ohio.....	22.10	
Steubenville, Ohio, to Wheeling, W. Va.....	23.90	
Huron Jct., Ohio, to Huron, Ohio.....	12.70	
Falls Jct., Ohio, to Chagrin Falls, Ohio.....	8.00	
Minerva Jct. to Minerva, Ohio.....	2.70	
		471.40
<b>White Pass &amp; Yukon Route:</b>		
Skagway, Alaska, to Alaska-Dominion of Canada State Line	20.00	
<b>White Sulphur Springs &amp; Yellowstone Park Railway:</b>		
Ringling, Mont., to White Sulphur Springs, Mont.....	22.85	
<b>Willamette Valley &amp; Coast Railroad:</b>		
Patton, Ore., to Cherry Grove, Ore.....	5.40	
<b>Yosemite Valley Railroad:</b>		
Merced, Cal., to El Portal, Cal.....	77.90	
<b>Yreka Railroad:</b>		
Montague, Cal., to Yreka, Cal.....	8.00	
<b>Total</b>		61,354.53

## MEXICO.

## Steam Roads—Recapitulation.

Mexican Union Railroad, Ltd.....	19.00
Sonora Railway .....	265.01
Southern Pacific Co. of Mexico.....	922.28
<b>Total</b>	1,206.29

## Steam Roads—Mexico.

<b>Mexican Union Railroad, Ltd.,</b>	
Torres, Son., to Minas Prietas, Son.....	19.00
<b>Sonora Railway:</b>	
Nogales to Guaymas, Son.....	265.01
<b>Southern Pacific Company of Mexico:</b>	
<b>Cananea Division:</b>	
Arizona-Mexico State Line to Cananea, Son.....	37.40
Jomas Jct., Son., to Del Rio, Son.....	75.06
<b>Yaqui Division:</b>	
Guaymas, Son., to Tepic, Tep.....	674.00

Corral, Son., to Tonichi, Son.....	96.06	
Navajoa, Son., to Aalamos, Son.....	38.52	
Mazatlan Jct. to Mazatlan.....	1.24	
		<hr/>
		922.28
Total .....		<hr/>
		1,206.29

## DOMINION OF CANADA.

## Recapitulation.

Wabash Railroad Co.....	248.60	
White Pass & Yukon Route.....	90.70	
		<hr/>
Total .....		339.30

## Steam Roads—Dominion of Canada.

Wabash Railroad:		
Ontario-Michigan State Line (Middle Detroit River) to		
Ontario-New York State Line (Middle of river).....	228.90	
Welland Jct. (Northern Run) to Ontario-New York State		
Line (Middle river) .....	19.70	
		<hr/>
		248.60
White Pass & Yukon Route:		
Alaska-Dominion of Canada State Line to White Horse,		
Yukon .....		90.70
		<hr/>
Total .....		339.30
		<hr/>
Grand total .....		62,900.12

(Page 13.)

## MILEAGE COVERED.

Names of all lines other than steam roads over which the respondent operates. Observe the following order: (1) Electric lines, (2) steamboat lines, (3) stage lines, (4) miscellaneous lines.

## Recapitulation.

## Electric Lines.

Centerville Light & Traction Co.....	6.66	
Central California Traction Co.....	54.69	
Chicago, Lake Shore & South Bend Ry.....	76.20	
Chicago, Ottawa & Peoria Ry.....	104.11	
Columbus, Delaware & Marion Ry. Co.....	48.70	
Columbus, Marion & Bucyrus Ry.....	18.00	
Dayton, Springfield & Xenia Southern Ry.....	32.00	
Dayton & Troy Electric Ry.....	31.00	
Detroit, Monroe & Toledo Short Line Ry.....	57.26	
Eastern Wisconsin Railway & Light Co.....	33.75	
Electric Package Agency .....	393.10	
Elmira & Seneca Lake Traction Co.....	22.00	
Erie R. R.—International Ry. Co.....	13.75	
Fort Wayne & Springfield Ry.....	21.70	
Postoria & Fremont Ry.....	20.00	
Grand Junction & Grand River Valley Ry.....	16.00	
Hanover Ry. ....	3.00	
Inter-Urban Ry. ....	71.90	
Joliet & Southern Traction Co.....	48.00	
Mahoning & Shenango Valley Ry.....	42.36	
Minster & Laramie Ry.....	3.00	
Northern Electric Ry.....	138.84	
Northwestern Ohio Railway & Power Co.....	53.20	
Oakland, Antioch & Eastern Ry.....	39.30	
Ogden Rapid Transit Co.....	20.00	
Ohio Electric Ry. ....	4.75	
Oklahoma Railway Co. ....	50.00	
Oregon Electric Ry. ....	146.56	
Pacific Electric Ry. ....	406.35	
Peninsular Railway Co. ....	41.59	
Peoples Traction Co. ....	13.50	
Phoenix Ry. ....	10.00	
Pittsburgh, Harmony, Butler & New Castle Ry.....	64.50	
Portland, Eugene & Eastern Ry.....	19.00	
Rochester, Syracuse & Eastern R. R.....	86.30	
Rock Island Southern Railway System.....	80.30	
St. Francois County Railroad.....	11.49	
Sandusky, Norwalk & Mansfield Electric Ry.....	33.50	
San Francisco, Napa & Calistoga Ry.....	42.60	
Sheboygan Light, Power & Railway Co.....	15.60	

Springfield, Troy & Piqua Ry.....	30.70
Springfield & Xenia Ry.....	19.40
Stark Electric R. R.....	33.42
Stockton Terminal & Eastern R. R.....	13.00
Tama & Toledo Electric Railway & Light Co.....	2.50
The Modesto & Empire Traction Co.....	6.00
The Warren Co.....	3.20
Tidewater Southern Ry.....	33.00
Tiffin, Fostoria & Eastern Ry.....	12.00
Toledo, Bowling Green & Southern Ry.....	51.00
Toledo, Fostoria & Findley R. R.....	52.00
Warren & Jamestown Street Ry.....	21.50
Waterloo Cedar Falls & Northern Ry.....	46.09
Western Ohio R. R.....	112.00
Youngstown & Ohio River R. R.....	35.35
Youngstown & Southern Ry.....	19.09
<b>Total .....</b>	<b>2,884.81</b>

## Electric Lines.

<b>Centerville Light &amp; Traction Company:</b>		
Mystic, Iowa, to Centerville, Iowa.....		6.66
<b>Central California Traction Company:</b>		
Stockton, Cal., to Sacramento, Cal. (via Oak Park).....	52.69	
Lodi Junction, Cal., to Lodi, Cal.....	2.00	
		54.69
<b>Chicago, Lake Shore &amp; South Bend Railway:</b>		
South Bend, Ind., to Pullman, Ill.....		76.20
<b>Chicago, Ottawa &amp; Peoria Railway:</b>		
Joliet, Ill., to Princeton, Ill.....	64.23	
Junction, Ill., to Ladd, Ill.....	4.00	
Ottawa, Ill., to Streator, Ill.....	15.88	
		104.11
<b>Columbus, Delaware &amp; Marion Railway Company:</b>		
Marion, Ohio, to Columbus, Ohio.....		48.70
<b>Columbus, Marion &amp; Bucyrus Railway:</b>		
Marion, Ohio, to Bucyrus, Ohio.....		18.00
<b>Dayton, Springfield &amp; Xenia Southern Railway:</b>		
Dayton, Ohio, to Xenia, Ohio.....	18.00	
Belmont, Ohio, to Spring Valley, Ohio.....	14.00	
		32.00
<b>Dayton &amp; Troy Electric Railway:</b>		
Piqua, Ohio, to Troy, Ohio.....		31.00
<b>Detroit, Monroe &amp; Toledo Short Line Railway:</b>		
Detroit, Mich., to Toledo, Ohio.....		57.26
<b>Eastern Wisconsin Railway &amp; Light Company:</b>		
Fond du Lac, Wis., to Neenah, Wis.....		33.75
<b>Electric Package Agency:</b>		
Cleveland, Southwestern & Columbus Railway:		
Norwalk, Ohio, to Wooster, Ohio (via Cleveland).....	114.30	
<b>Lake Shore Electric Railway:</b>		
Cleveland, Ohio, to Toledo, Ohio.....	119.92	
Ceylon Junction, Ohio, to Sandusky, Ohio.....	14.07	
Norwalk, Ohio, to Sandusky, Ohio.....	18.72	
Sandusky Junction, Ohio, to Sandusky, Ohio.....	22.30	
<b>Mansfield Railway, Light &amp; Power Company:</b>		
Shelby, Ohio, to Mansfield, Ohio.....	11.90	
<b>Northern Ohio Traction &amp; Light Company:</b>		
Cleveland, Ohio, to Canal Dover, Ohio.....	91.89	
		393.10
<b>Elmira &amp; Seneca Lake Traction Company:</b>		
Elmira, N. Y., to Watkins, N. Y.....		22.00
<b>Erie Railroad—International Railway Company:</b>		
North Tonawanda, N. Y., to Lockport, N. Y.....		13.75
<b>Fort Wayne &amp; Springfield Railway:</b>		
Decatur, Ind., to Fort Wayne, Ind.....		21.70
<b>Fostoria &amp; Fremont Railway:</b>		
Fostoria, Ohio, to Fremont, Ohio.....		20.00
<b>Grand Junction &amp; Grand River Valley Railway:</b>		
Grand Junction, Colo., to Fruita, Colo.....		16.00
<b>Hanover Railway:</b>		
Hanover, Ill., to North Hanover, Ill.....		3.00
<b>Inter-Urban Railway:</b>		
Colfax, Iowa, to Perry, Iowa.....	59.00	
Moran, Ia., to Woodward, Ia.....	3.20	
Freight House, to Klondike Junction, Iowa (via Norwoodville) .....	9.70	
		71.90
<b>Joliet &amp; Southern Traction Company:</b>		
Joliet, Ill., to Aurora, Ill., and Chicago Heights, Ill.....		48.00

<b>Mahoning &amp; Shenango Valley Railway:</b>			
Newcastle, Pa., to Sharon, Pa.....	23.36		
Newcastle, Pa., to Youngstown, Ohio.....	19.00		
			42.36
<b>Minster &amp; Laramie Railway:</b>			
Minster, Ohio, to Laramie, Ohio.....			3.00
<b>Northern Electric Railway:</b>			
Chico, Cal., to Sacramento, Cal.....	90.53		
Tres Vias, Cal., to Oroville, Cal.....	5.74		
Yuba City, Cal., to Colusa, Cal.....	24.64		
<b>Sacramento &amp; Woodland Railroad:</b>			
Sacramento, Cal., to Woodland, Cal.....	17.93		
			138.84
<b>Northwestern Ohio Railway &amp; Power Co.:</b>			
Toledo, Ohio, to Marblehead, Ohio.....			53.20
<b>Oakland, Antioch &amp; Eastern Railway:</b>			
Bay Point, Cal., to San Francisco Ferry Depot, Cal.....			39.30
<b>Ogden Rapid Transit Company:</b>			
Ogden, Utah, to Brigham, Utah, via Willard.....			20.00
<b>Ohio Electric Railway:</b>			
Durbin, Ohio, to Springfield, Ohio.....			4.75
<b>Oklahoma Railway Company:</b>			
Moore, Okla., via Oklahoma City to Edmond, Okla.....	23.50		
Oklahoma City, Okla., via Yukon to El Reno, Okla.....	26.50		
			50.00
<b>Oregon Electric Railway:</b>			
Portland, Ore., to Eugene, Ore.....	122.40		
Garden Home, Ore., to Forest Grove, Ore.....	19.17		
Gray, Ore., to Corvallis, Ore.....	4.99		
			146.56
<b>Pacific Electric Railway:</b>			
Glendora, Cal., to Balboa, Cal. (via Los Angeles).....	65.50		
Watts, Cal., to Santa Ana, Cal.....	26.65		
Dominguez Junction, Cal., to San Pedro, Cal.....	9.37		
Los Angeles, Cal., to Whittier, Cal.....	17.35		
Oneonta, Cal., to South Pasadena, Cal.....	.42		
San Moreno, Cal., to Sierra Madre, Cal.....	7.47		
Pasadena, Cal., to El Comino, Cal.....	2.00		
South Pasadena, Cal., to Altadena, Cal.....	6.58		
Sierra Vista, Cal., to San Gabriel, Cal.....	3.56		
Covina Jct., Cal., to Ontario, Cal.....	34.66		
Willows Junction, Cal., to Alamitos Heights, Cal.....	6.78		
Los Nietos, Cal., to La Habra, Cal.....	7.69		
Los Angeles, Cal., to South Pasadena, Cal. (via Highland Park).....	8.90		
Santa Ana, Cal., to Huntington Beach, Cal.....	13.54		
<b>Los Angeles Interurban Railway:</b>			
San Pedro, Cal., to Glendale, Cal. (via Los Angeles).....	33.49		
<b>Los Angeles Pacific Railway:</b>			
Los Angeles, Cal., to Redondo, Cal., and branches.....	93.00		
<b>Los Angeles &amp; Redondo Railway:</b>			
Los Angeles, Cal., to Redondo, Cal.....	20.51		
Double Track Junction, Cal., to Double Track Junction, Cal.....	11.31		
<b>Riverside &amp; Arlington Electric Railroad:</b>			
Riverside, Cal., to West Arlington, Cal.....	7.50		
Riverside, Cal., to Crestmore, Cal.....	3.60		
<b>San Bernardino Valley Traction Company:</b>			
Arrowhead Springs, Cal., to Redlands, Cal.....	16.10		
Colton, Cal., to Highlands, Cal.....	10.47		
			406.35
<b>Peninsular Railway Company:</b>			
San Jose, Cal., to San Jose, Cal. (via Bird Ave. and Meridian).....	26.30		
Meridian, Cal., to Palo Alto, Cal.....	15.29		
			41.59
<b>Peoples Traction Company:</b>			
Galesburg, Ill., to Abingdon, Ill.....			13.50
<b>Phoenix Railway:</b>			
Phoenix, Ariz., to Glendale, Ariz.....			10.00
<b>Pittsburgh, Harmony, Butler &amp; Newcastle Railway:</b>			
Pittsburgh, Pa., to Newcastle, Pa.....	52.50		
Evans City, Pa., to Butler, Pa.....	12.00		
			64.50
<b>Portland, Eugene &amp; Eastern Railway:</b>			
Corvallis, Ore., to Monroe, Ore.....	16.35		
Monroe Jct., Ore., to Alpine, Ore.....	2.65		
			19.00
<b>Rochester, Syracuse &amp; Eastern Railroad:</b>			
Rochester, N. Y., to Syracuse, N. Y.....			86.30
<b>Rock Island Southern Railway System:</b>			
<b>Rock Island Southern Railway:</b>			
Monmouth, Ill., to Rock Island, Ill.....	50.20		

Alexis Junction, Ill., to Alexis, Ill.....	5.00	
Gilchrist, Ill., to Aledo, Ill.....	6.30	
Rock Island Southern Railroad:		
Galesburg, Ill., to Monmouth, Ill.....	18.80	80.30
St. Francois County Railroad:		
Flat River, Mo., to Farmington, Mo.....	8.90	
Farmington, Mo., to De Lassus, Mo.....	2.59	
		11.49
Sandusky, Norwalk & Mansfield Electric Railway:		
Norwalk, Ohio, to Shelby, Ohio.....	31.00	
New Haven, Ohio, to Chicago, Ill.....	2.50	33.50
San Francisco, Napa & Callistoga Railway:		
Vallejo, Cal., to Callistoga, Cal.....		42.60
Sheboygan Light, Power & Railway Company:		
Plymouth, Wis., to Sheboygan, Wis.....		15.60
Springfield, Troy & Piqua Railway:		
Troy, Ohio, to Springfield, Ohio.....		30.70
Springfield & Xenia Railway:		
Springfield, Ohio, to Xenia, Ohio.....		19.40
Stark Electric Railroad:		
Salem, Ohio, to Canton, Ohio.....		33.42
Stockton Terminal & Eastern Railroad:		
Stockton, Cal., to Linden, Cal.....		13.00
Tama & Toledo Electric Railway & Light Company:		
Tama, Ia., to Toledo, Ia.....		2.50
The Modesto & Empire Traction Company:		
Empire, Cal., to Modesto, Cal.....		6.00
The Warren Company:		
Bisbee, Ariz., to Warren, Ariz.....		3.20
Tidewater Southern Railway:		
Stockton, Cal., to Modesto, Cal.....		33.00
Tiffin, Fostoria & Eastern Railway:		
Fostoria, Ohio, to Tiffin, Ohio.....		12.00
Toledo, Bowling Green & Southern Railway:		
Toledo, Ohio, to Findlay, Ohio.....		51.00
Toledo, Fostoria & Findlay Railroad:		
Toledo, Ohio, to Findlay, Ohio, via Fostoria.....		52.00
Warren & Jamestown Street Railway:		
Jamestown, N. Y., to Warren, Pa.....		21.50
Waterloo, Cedar Falls & Northern Railway:		
Cedar Falls, Iowa, to Waverly, Iowa.....	29.82	
Waterloo, Iowa, to La Porte, Iowa.....	16.27	46.09
Western Ohio Railroad:		
Findlay, Ohio, to Piqua, Ohio.....	80.00	
Wapakoneta, Ohio, to Celina, Ohio.....	20.00	
St. Marys, Ohio, to Minster, Ohio.....	12.00	112.00
Youngstown & Ohio River Railroad:		
Salem, Ohio, to East Liverpool, Ohio.....		35.35
Youngstown & Southern Railway:		
Youngstown, Ohio, to Leetonia, Ohio.....		19.09
Total .....		2,884.31

## Inland Steamboat.

## Recapitulation.

Coquille River Transportation Co.....	25.00
Inland Navigation Co.....	92.00
Lake Keuka Navigation Co.....	22.00
Lake Tahoe Railway & Transportation Co.....	69.87
Louisville & Cincinnati Packet Co.....	150.00
Merchants Yukon Line.....	1,606.00
Monticello Steamship Co.....	30.00
Navy Yard Route .....	15.50
Newport Navigation Co.....	4.00
Northern Navigation Co.....	2,786.00
Russell, W.....	4.00
Southern Pacific Co.....	125.00
Total .....	4,929.37

## Inland Steamboat.

Coquille River Transportation Company:	
Coquille Ore., to Bandon, Ore.....	25.00

<b>Inland Navigation Company:</b>	
Seattle, Wash., to Bellingham, Wash., via Everett and Anacortes .....	92.00
<b>Lake Keuka Navigation Company:</b>	
Hammondsport, N. Y., to Penn Yan, N. Y. ....	22.00
<b>Lake Tahoe Railway &amp; Transportation Company:</b>	
Tahoe, Cal., to Tahoe, Cal., via Tallac, Cal., and Glenbrook, Cal. ....	69.87
<b>Louisville &amp; Cincinnati Packet Company:</b>	
Cincinnati, Ohio, to Louisville, Ky. ....	150.00
<b>Merchants Yukon Line:</b>	
St. Michael, Alaska, to Tanana, Alaska. ....	901.00
Tanana, Alaska, to Fairbanks, Alaska. ....	275.00
Holy Cross, Alaska, to Iditarod, Alaska. ....	430.00
	<hr/>
	1,606.00
<b>Monticello Steamship Company:</b>	
San Francisco, Cal., to Vallejo, Cal. ....	30.00
<b>Navy Yard Route:</b>	
Seattle, Wash., to Bremerton, Wash. ....	15.50
<b>Newport Navigation Company:</b>	
Yaquina, Ore., to Newport, Ore. ....	4.00
<b>Northern Navigation Company:</b>	
St. Michael, Alaska, to Alaska, Yukon, S. L. ....	1,541.00
Holy Cross, Alaska, to Iditarod, Alaska. ....	430.00
Mulato, Alaska, to Bettles, Alaska. ....	540.00
Tanana, Alaska, to Fairbanks, Alaska. ....	275.00
	<hr/>
	2,786.00
<b>O'Kelly &amp; Lawhorn:</b>	
Marshfield, Ore., to North Bend, Ore. ....	4.00
<b>Southern Pacific Company:</b>	
San Francisco, Cal., to Sacramento, Cal. ....	125.00
	<hr/>
<b>Total</b> .....	4,929.37

**Recapitulation.****Great Lakes Steamer Mileage.**

Cleveland & Buffalo Transit Co. ....	183.00
Detroit & Cleveland Navigation Co. ....	375.50
	<hr/>
<b>Total</b> .....	558.50

**Great Lakes Steamer Mileage.**

<b>Cleveland &amp; Buffalo Transit Company:</b>	
Buffalo, N. Y., to Cleveland, Ohio. ....	183.00
<b>Detroit &amp; Cleveland Navigation Company:</b>	
Cleveland, Ohio, to Detroit, Mich. ....	110.00
Buffalo, N. Y., to Detroit, Mich. ....	265.50
	<hr/>
	375.50
	<hr/>
<b>Total</b> .....	558.50

**Recapitulation.****Stage Lines.**

Amador Central Railroad Co. ....	14.00
Ball, J. ....	1.50
Barnard, L. ....	26.50
Bodle, L. H. ....	5.00
Box, W. G. ....	6.00
Brice, G. M. ....	4.00
Burkham & Son. ....	37.00
Davis & Enos ....	13.00
Delaware Valley Transportation Co. ....	7.00
Dolley, Edw. ....	6.00
Dugan, T. C. ....	12.00
Gardner, G. C. ....	27.00
Goold, C. O. ....	4.00
Houser, Wm. M. ....	1.50
Johnson, M. P. ....	50.50
Lake County Auto Transportation Co. ....	55.00
Lassen Auto Co. ....	25.00
Levy, M. ....	5.00
Logan, F. ....	2.12
McCarty, P. F. ....	9.00
McCaughy, H. E. ....	3.00
Nelson, E. B. ....	2.00
Neuman Brothers ....	6.00
Northern Coast Stage Co. ....	87.00

Orr Stage Line.....	470.00
Reagan, M. J. ....	6.00
Ritchford, Wm. ....	1.25
Riggs & Nendel .....	10.00
Rose, Wm. ....	3.00
San Diego & Coronado Transfer Co.....	4.50
San Quentin Stage Co.....	1.00
Scott Valley Stage Co.....	30.00
Shelton, H. L. ....	2.00
Spiers, Wm. ....	35.00
Taft, H. F. ....	5.00
Thistle, L. G. ....	19.00
Trask, G. M. ....	5.00
Webb, E. ....	10.00
Winkler, F. W. ....	10.00
Yosemite Transportation Co. ....	15.00
Total .....	1,033.87

## Stage Lines.

Amador Central Railroad Company:		
Martel Station, Cal., to Jackson, Cal.....	2.50	
Martel Station, Cal., to Plymouth, Cal. (via Sutter Creek and Amador, Cal.) .....	11.50	14.00
Ball, J.: .....		1.50
Rohnerville Station, Cal., to Rohnerville, Cal.....		
Barnard, L.: .....		26.50
Westport, Cal., to Casper and Mendocino, Cal. (via Fort Bragg, Cal.) .....		
Bodle, L. H.: .....		5.00
Laws, Cal., to Bishop, Cal.....		
Box, W. G.: .....		6.00
Thorne, Nev., to Hawthorne, Nev.....		
Brice, G. M.: .....		4.00
Singles, Cal., to Ferndale, Cal.....		
Burkham & Son: .....		37.00
Hawthorne, Nev., to Bodle, Cal.....		
Davis & Enos: .....		13.00
Tunitas Glen, Cal., to Pescadero, Cal. (via San Gregorio)		
Delaware Valley Transportation Company:		
Port Jervis, N. Y., to Milford, Pa.....	7.00	
Dolley, Edw.: .....		6.00
Truckee, Cal., to Hobart Mills, Cal.....		
Dugan, T. C.: .....		12.00
Carbondale, Cal., to Plymouth, Cal.....		
Gardner, G. C.: .....		27.00
Napa, Cal., to Monticello, Cal.....		
Goold, C. O.: .....		4.00
Monterey, Cal., to Carmel, Cal.....		
Houser, Wm. M.: .....		1.50
Johannisburg, Cal., to Randsburg, Cal.....		
Johnson, M. P.: .....		50.50
Redding, Cal., to Weaverville, Cal., and intermediates...		
Lake County Auto Transportation Company:		
Pieta, Cal., to Upper Lake, Cal., via Lakeport.....	34.00	
Pieta, Cal., to Kelseyville, Cal., via Highland Springs....	21.00	55.00
Lassen Auto Company:		
Hot Springs, Cal., to Susanville, Cal.....		25.00
Levy, M.: .....		5.00
Citrus, Cal., to Independence, Cal.....		
Logan, F.: .....		2.13
Alvord, Cal., to Big Pine, Cal.....		
McCartv, P. F.: .....		9.00
Valley Springs, Cal., to Mokelumne Hill, Cal.....		
McCaughy, H. C.: .....		3.00
Bodega Roads, Cal., to Bodega, Cal.....		
Nelson, E. B.: .....		2.00
Point Reyes, Cal., to Olema, Cal.....		
Newman Brothers: .....		6.00
Redwood City, Cal., to Woodside, Cal.....		
North Coast Stage Company:		
Cazadero, Cal., to Mendocino, Cal., via Gualala and Elk..		87.00
Orr Stage Line:		
Tanana, Alaska, to Fairbanks, Alaska.....	160.00	
Fairbanks, Alaska, to Chitina, Alaska.....	310.00	470.00
Reagan, M. J.: .....		6.00
Sargent, Cal., to San Juan, Cal.....		
Ritchford, Wm.: .....		1.25
Minden, Nev., to Gardnerville, Nev.....		



<b>Riggs &amp; Neudel:</b>	
Turner, Ore., to Stayton, Ore.....	10.00
<b>Rose, Wm.:</b>	
Ivington, Cal., to Mission San Jose, Cal.....	3.00
<b>San Diego &amp; Coronado Transfer Company:</b>	
San Diego, Cal., to Coronado, Cal.....	4.50
<b>San Quentin Stage Company:</b>	
Green Brae, Cal., to San Quentin, Cal.....	1.00
<b>Scott Valley Stage Company:</b>	
Yreka, Cal., to Etna, Cal., and intermediates.....	30.00
<b>Shelton, H. L.:</b>	
West Scio, Ore, to Scio, Ore.....	2.00
<b>Spiers, Wm.:</b>	
Callistoga, Cal., to Lower Lake, via Middletown, Cal.....	33.00
<b>Taft, H. F.:</b>	
San Geronimo, Cal., to Nicasio, Cal.....	5.00
<b>Thistle, L. G.:</b>	
Bagby, Cal., to Mt. Bullion, Cal., and Mariposa, Cal.....	19.00
<b>Trask, G. M.:</b>	
Sonora, Cal., to Columbia, Cal.....	5.00
<b>Webb, E.:</b>	
Pleasant Valley, Cal., to Coulterville, Cal.....	10.00
<b>Winkler, F. W.:</b>	
Valley Springs, Cal., to San Andreas, Cal.....	10.00
<b>Yosemite Transportation Company:</b>	
El Portal, Cal., to Yosemite, Cal.....	15.00
<b>Total</b> .....	1,033.87

**Inland Steamboat Mileage—Dominion of Canada.  
Recapitulation.**

Northern Navigation Co. ....	60.00
White Pass & Yukon Route.....	542.00
<b>Total</b> .....	602.00

**Inland Steamboat Mileage—Dominion of Canada.**

<b>Northern Navigation Company:</b>	
Alaska-Yukon Line to Dawson.....	16.00
<b>White Pass &amp; Yukon Route:</b>	
White Horse to Dawson.....	460.00
Caribou to Atlin .....	82.00
<b>Total</b> .....	542.00

**Coastwise Steamers in United States and Canada.**

**Recapitulation.**

Alaska Coast Co. ....	2,031.00
Alaska Pacific Steamship Co.....	804.00
Alaska Steamship Co. ....	5,994.00
Canadian Pacific Railway (Steamship).....	999.00
Hobbs, Wall & Co. ....	274.00
Humboldt Steamship Co. ....	1,012.00
Inter-Island Steam Navigation Co. ....	192.00
Inter-Ocean Transportation Co. ....	400.00
Juneau Steamship Co. ....	188.00
Kruse, E. & E. T. ....	375.00
Northland Steamship Co. ....	1,042.00
North Pacific Steamship Co. ....	1,074.00
Pacific Coast Steamship Co.....	5,372.00
Portland & Coos Bay Steamship Co.....	253.00
San Francisco & Portland Steamship Co.....	653.00
Western Alaska Steamship Co.....	2,487.00
<b>Total</b> .....	23,150.00

**Coastwise Steamers in United States and Canada.**

<b>Alaska Coast Company:</b>	
Seattle, Wash., to Kodiak, Alaska, via Ketchikan, Wrang- el, Petersburg, Douglas, Juneau, Cordova, Valdez, La Touche and Seward .....	2,031.00
<b>Alaska Pacific Steamship Company:</b>	
San Francisco, Cal., to Seattle, Wash.....	804.00
<b>Alaska Steamship Company:</b>	
Seattle, Wash., to Skagway, Alaska, and way ports.....	1,012.00
Seattle, Wash., to Seward.....	1,386.00

Seattle, Wash., to Nome and St. Michael, Alaska.....	2,487.00	
Seward, Alaska, to Unalaska and way ports.....	1,109.00	
		5,994.00
<b>Canadian Pacific Railway (Steamship):</b>		
Seattle, Wash., to Skagway, Alaska, via Victoria, Vancouver, Prince Rupert, Ketchikan, Wangel, Douglas, Juneau and Haines .....		999.00
<b>Hobbs, Wall &amp; Company:</b>		
San Francisco, Cal., to Crescent City, Cal.....		274.00
<b>Humboldt Steamship Company:</b>		
Seattle, Wash., to Skagway, Alaska.....		1,012.00
<b>Inter-Island Steam Navigation Company:</b>		
Honolulu, T. H., to Hilo, T. H.....		192.00
<b>Inter-Ocean Transportation Company:</b>		
San Francisco, Cal., to Marshfield, Ore.....		400.00
<b>Juneau Steamship Company:</b>		
Juneau, Alaska, to Skagway, Alaska, and way ports.....		188.00
<b>Kruse, E. and E. T.:</b>		
San Francisco, Cal., to Bandon, Ore.....		375.00
<b>Northland Steamship Company:</b>		
Seattle, Wash., to Sitka and Chicago, Alaska, via Ketchikan, Wrangel, Petersburg, Juneau and Douglas.....		1,042.00
<b>North Pacific Steamship Company:</b>		
San Francisco, Cal., to Portland Ore., via Eureka, Cal..	653.00	
Portland, Ore., to Eureka, Cal., via Marshfield, Ore.....	421.00	
		1,074.00
<b>Pacific Coast Steamship Company:</b>		
San Francisco, Cal., to Eureka, Cal.....	232.00	
San Francisco, Cal., to Tacoma, Wash., via Victoria and Seattle .....	826.00	
San Francisco, Cal., to Nome and St. Michael.....	3,302.00	
Seattle, Wash., to Skagway, Alaska.....	1,012.00	
		5,372.00
<b>Portland &amp; Coos Bay Steamship Company:</b>		
Portland, Ore., to Marshfield, Ore., via North Bend, Ore..		253.00
<b>San Francisco &amp; Portland Steamship Company:</b>		
San Francisco, Cal., to Portland, Ore.....		653.00
<b>Western Alaska Steamship Company:</b>		
Seattle, Wash., to Nome and St. Michael, Alaska.....		2,487.00
Total .....		23,150.00

## Coastwise Steamers—Mexico.

## Recapitulation.

Compania Naviera del Pacifico, S. A.....	788.52
--	--------

## Coastwise Steamers—Mexico.

<b>Compania Naviera del Pacifico, S. A.:</b>		
Mazatlan, Son., to Manzanillo, Colima.....	345.49	
Mazatlan to Guaymas, Son. ....	443.03	
Total .....		788.52
Grand total .....		32,947.07

(Page 15.)

## MILEAGE BY STATES AND TERRITORIES.

State or Territory.	Steam Road Mileage.	Electric Line Mileage.	Inland Steam-boat Mileage.	Stage Line Mileage.	Total Mileage.
Alaska .....	215.60		4,392.00	470.00	5,077.60
Arizona .....	2,061.49	13.20			2,074.69
Arkansas .....	3,045.28				3,045.28
California .....	6,607.08	775.37	204.62	503.62	8,090.69
Colorado .....	1,171.20	16.00			1,187.20
Hawaii .....	165.80				165.80
Idaho .....	215.00				215.00
Illinois .....	2,273.01	255.91			2,528.92
Indiana .....	519.60	90.90			210.50
Iowa .....	2,961.10	127.15			3,088.25
Kansas .....	5,489.21				5,489.21
Kentucky .....			150.00		150.00
Louisiana .....	2,515.25				2,515.25
Michigan .....	719.76	51.26			771.02

Minnesota .....	1,648.08				1,648.08
Mississippi .....	2.29				2.29
Missouri .....	3,506.37	11.49			3,517.86
Montana .....	926.60				926.60
Nebraska .....	514.98				514.98
Nevada .....	1,365.37		20.25	41.25	1,426.87
New Jersey .....	372.10				372.10
New Mexico .....	2,389.86				2,389.86
New York .....	1,023.73	131.56	22.00	1.00	1,178.28
North Dakota .....	419.40				419.40
Ohio .....	1,174.00	1,025.21			2,199.21
Oklahoma .....	1,832.32	50.00			1,882.32
Oregon .....	1,099.56	165.56	38.00	12.00	1,310.12
Pennsylvania .....	803.65	101.86		6.00	911.51
South Dakota .....	1,799.50				1,799.50
Tennessee .....	1.00				1.00
Texas .....	10,792.51				10,792.51
Utah .....	806.40	20.00			826.40
Washington .....	758.40		107.50		865.90
West Virginia .....	1.50				1.50
Wisconsin .....	2,142.66	49.35			2,192.01
Wyoming .....	14.87				14.87
Totals .....	61,354.53	2,884.81	4,929.37	1,033.87	70,202.58
Mexico .....	1,206.29				1,206.29
Dominion of Canada .....	339.30				339.30
Great Lakes steamer .....					558.50
Coastwise steamer, United States and Canada .....					23,150.00
Coastwise steamers in Mexico .....					788.52
Inland steamboat, Canada .....					602.00
Ocean-going mileage .....					28,347.00
Total mileage operated by Wells, Fargo & Co. ....					125,194.19

(Page 17.)

## MILEAGE NOT ASSIGNABLE TO STATES OR TERRITORIES.

Class of Carrier.		Mileage.
Steam road mileage, United States .....	61,354.53	
Electric line mileage, United States .....	2,884.81	
Inland steamboat mileage, United States .....	4,929.37	
Stage line mileage, United States .....	1,033.87	
Great Lakes steamer mileage, United States .....	558.50	
Total, United States .....		70,761.08
Coastwise steamer mileage in United States and Canada .....		23,150.00
Steam road mileage, Mexico .....	1,206.29	
Coastwise steamers, Mexico .....	788.52	
Total, Mexico .....		1,994.81
Steam road mileage, Canada .....	339.30	
Inland steamboat mileage, Canada .....	602.00	
Total, Canada .....		941.30
Ocean-going mileage .....		28,347.00
Total mileage operated .....		125,194.19

The steam road and electric line mileage in the United States and Canada over which Wells Fargo & Company does not operate exclusively is included in above totals.

Lines over which Wells Fargo & Company as well as other express companies operate:

1. Butte, Anaconda & Pacific Railway—Operated by Great Northern Express Co. in addition to Wells Fargo & Co.
2. Cincinnati, Hamilton & Dayton Railway—The express business on this line is transacted by the United States Express Co., but the Erie trains running over Cincinnati, Hamilton & Dayton tracks carry Wells Fargo & Co. express through between Dayton and Cincinnati, 60 miles. No local business is transacted by Wells Fargo & Co. on the Cincinnati, Hamilton & Dayton.
3. Cleveland, Southwestern & Columbus Railway—Operated by the United States Express Co. and the Electric Package Agency in addition to Wells Fargo & Co.

4. Lake Shore Electric Railway (local)—Operated by the United States Express Co. and the Electric Package Agency in addition to Wells Fargo & Co.

5. Lehigh & Hudson River Railroad—Wells Fargo & Co. operates on the trains of this company between Belvidere, N. J., and Phillipsburg, N. J. We have no contract with the Pennsylvania Railroad.

6. Northern Ohio Traction & Light Co.—Operated by the American and United States Express Companies as well as the Electric Package Agency in addition to Wells Fargo & Co.

7. Ohio Electric Co.—Operated by the United States Express Co. in addition to Wells Fargo & Co. Wells Fargo & Co. operate over the line between Springfield and Durbin, Ohio, 4.75 miles.

8. Peoria & Pekin Union Railway—Operated by Adams Express Co. and United States Express Co. in addition to Wells Fargo & Co.

#### Ocean-Going Mileage.

##### Recapitulation.

Matson Navigation Co. ....	4,662.00
New Orleans to Havana .....	609.00
New York to Havana .....	1,500.00
New York to Liverpool.....	3,166.00
New York to Southampton.....	3,000.00
Oceanic Steamship Co. ....	2,100.00
San Francisco to Sydney.....	7,210.00
San Francisco to Yokohama.....	6,100.00
<b>Total</b> .....	<b>28,347.00</b>

#### Ocean-Going Mileage—Domestic.

##### Matson Navigation Co.:

San Francisco, Cal., to Honolulu and Hilo, T. H.....	2,292.00
Seattle, Wash., to Honolulu, T. H.....	2,370.00
	<b>4,662.00</b>
New Orleans, La., to Havana, Cuba.....	609.00
New York, N. Y., to Havana, Cuba.....	1,500.00
New York, N. Y., to Liverpool, Eng.....	3,166.00
New York, N. Y., to Southampton, Eng.....	3,000.00
Oceanic Steamship Co., San Francisco, Cal., to Honolulu.....	2,100.00
San Francisco, Cal., to Sydney, Australia, via Honolulu, Fiji and New Zealand .....	7,210.00
San Francisco, Cal., to Yokohama via Manila and Hong Kong.....	6,100.00
<b>Total</b> .....	<b>28,347.00</b>

## CAPITAL STOCK

(Page 19.)

KIND	No. of Shares Authorized	Par Value of One Share	Total Par Value Authorized	Total Par Value Outstanding	Total Par Value Not Held by Respondent	Dividends Declared During the Year	
						Rate	Amount
Common.....	240,000	\$100	\$24,000,000	\$23,967,400	\$23,967,400	10%	\$2,396,740.00
Total.....	240,000	\$100	\$24,000,000	\$23,967,400	\$23,967,400	10%	\$2,396,740.00

## MISCELLANEOUS INVESTMENTS—PHYSICAL PROPERTY

(Page 25.)

Description of Property	Revenues (or Income)	Expenses	Taxes	Net Income or Loss	Book Value
Brooklyn, N. Y., building.....	.....	\$30.02	\$127.58	\$157.60	\$1,139.94
Chicago, Ill., building.....	\$5,000.04	201.19	935.00	3,863.85	65,262.71
Chicago, Ill., unimproved.....	.....	30.00	7.50	37.50	Sold
Cook county, Ill., farm.....	845.85	50.00	420.00	375.85	47,044.51
Euclid, La., building.....	.....	.....	.....	.....	1,000.00
Jersey City, N. J., building.....	22,670.00	748.00	3,852.60	18,069.40	262,476.92
Kansas City, Mo., unimproved.....	.....	174.32	120.00	294.32	26,511.81
Las Vegas, N. M., building.....	75.00	3.53	30.00	41.42	Trans. to express
Napa County, Cal., unimproved.....	.....	1,000.00	.....	1,000.00	Sold
Oakland, Cal., unimproved.....	97.09	19.35	.....	77.74	Sold
Omaha, Neb., building.....	84,717.78	29,530.59	13,001.83	- 42,185.34	758,371.84
Portland, Ore., building.....	480.00	59.96	496.50	79.46	4,011.75
Sacramento, Cal., building.....	.....	17.97	.....	17.97	Sold
Salt Lake City, Utah, unimproved.....	.....	.....	5.34	5.34	1,842.50
San Francisco, Cal., unimproved.....	1,512.00	32.00	1,485.96	5.96	121,457.90
San Francisco, Cal., unimproved.....	63,007.11	25,488.98	9,378.00	28,142.13	806,223.08
San Francisco, Cal., building.....	.....	55.00	8.36	63.36	53.03
San Jose, Cal., unimproved.....	.....	1.23	9.55	10.78	Sold
San Mateo, Cal., unimproved.....	1,538.28	.....	335.00	1,203.28	37,708.80
Sonoma County, Cal., merchant's ranch.....	425.00	.....	17.20	407.80	1,636.89
Wheeler, Tex., farm.....	.....	.....	.....	.....	.....
Total.....	\$180,368.13	\$57,406.25	\$30,231.42	\$92,730.46	\$2,134,343.50

(Page 26.)

## EXPLANATORY REMARKS.

Prior to year ending June 30, 1913, "Cost of real property and equipment" was shown on the basis of depreciated values. Charges to this account during year just closed include additions and betterments and also an amount necessary to bring the account up to the original cost of all property (except buildings, valuation not yet completed) with contra provision in "Depreciation reserve."

(Page 27.)

## COST OF REAL PROPERTY AND EQUIPMENT

ACCOUNT		Expenditures for Real Property and Equipment During the Year			Total Cost to June 30, 1912	Total Cost to June 30, 1913
		From Cash or Other Working Assets	Credits for Property Retired	Total		
		Directly Charged				
Real property and equipment:						
I Real estate.....		\$50,401.80	.....	\$50,401.80	\$884,227.95	\$934,629.75
II Buildings and fixtures.....		42,277.89	.....	42,277.89	2,047,353.79	2,089,636.68
III Equipment:						
(1) Cars.....		217,815.45	\$5,098.21	212,717.24	371,907.77	594,625.01
(2) Other equipment.....		197,490.30	.....	197,490.30	721,156.18	918,916.48
Horses.....		300,976.64	.....	300,976.64	681,816.64	982,703.28
Vehicles.....		389,442.27	.....	389,442.27	574,164.01	963,606.28
Stable equipment.....		16,172.76	.....	16,172.76	143,196.30	159,369.06
Transportation equipment.....		14,579.92	.....	14,579.92	137,564.72	152,174.64
All other equipment.....		70,132.78	.....	70,132.78	170,370.23	240,503.01
Total.....		\$1,299,259.81	\$5,098.21	\$1,294,161.60	\$5,732,092.59	\$7,026,254.19

## RESERVES FOR ACCRUED DEPRECIATION—CR.

(Page 27 Continued)

ACCOUNT	Amounts		Net Balance for the Year	Total on June 30, 1912	Total on June 30, 1913
	Credited During the Year	Charged During the Year			
(a) All other equipment.....	\$86,208.03		\$86,208.03		\$86,208.03
(b) Cars.....	22,657.55	\$2,806.04	19,851.51	\$75,398.96	95,250.47
(c) Other equipment:					
Office equipment.....	247,876.06		247,876.06		247,876.06
Horses.....	314,824.04		314,824.04		314,824.04
Vehicles.....	236,088.97		236,088.97		236,088.97
Stable equipment.....	73,298.18		73,298.18		73,298.18
Transportation equipment.....	39,408.09		39,408.09		39,408.09
Total.....	\$1,020,360.92	\$2,806.04	\$1,017,554.88	\$75,398.96	\$1,092,953.84

(Page 29.)

## INCOME ACCOUNT.

<b>Operating income:</b>	
<b>Express operations:</b>	
Gross receipts from operation—Page 33 .....	\$34,934,813.78
Express privileges—Dr.—Page 35....	16,908,590.36
Operating revenues—Page 33.....	\$18,026,223.42
Operating expenses—Page 49.....	16,010,198.00
Net operating revenue.....	\$2,016,025.42
<b>Outside operations—Page 51:</b>	
Revenues .....	\$182,312.10
Expenses .....	172,386.39
Net revenues from outside operations .....	9,925.71
Total net revenue.....	\$2,025,951.13
Taxes accrued—Page 53.....	357,201.95
Operating income .....	\$1,668,749.18
<b>Other income:</b>	
Dividends declared on stocks owned or controlled—Page 43.....	\$469,474.03
Interest accrued on funded debt owned or controlled—Page 43.....	599,568.68
Interest on other securities, loans and accounts .....	166,184.93
Net income from miscellaneous investments—Physical property—Page 25..	92,730.46
Miscellaneous income—Page 51.....	62,727.04
Total other income.....	1,390,685.14
Gross corporate income.....	\$3,059,434.32
<b>Deductions from gross corporate income:</b>	
Miscellaneous .....	14,007.92
Net corporate income.....	\$3,045,426.40
<b>Disposition of net corporate income:</b>	
Dividends declared—Page 19:	
Ten per cent payable semi-annually .....	2,396,740.00
Balance for year carried forward to credit of profit and loss.....	\$648,686.40

(Page 31.)

## PROFIT AND LOSS ACCOUNT.

<b>Debit.</b>	
<b>Deductions for year:</b>	
Miscellaneous current debit profit and loss items.....	\$17,464.90
Balance credit, June 30, 1913, carried to general balance sheet—Page 57 .....	6,678,623.07
	\$6,691,087.97
<b>Credit.</b>	
Balance June 30, 1912.....	\$5,935,045.89
Balance for year brought forward from income account.....	648,686.40
<b>Additions for year:</b>	
Miscellaneous current credit profit and loss items.....	107,355.68
	\$6,691,087.97

(Page 33.)

## OPERATING REVENUES.

<b>Account.</b>		<b>Total Revenues.</b>
<b>I. Revenue from Transportation:</b>		
1. Express revenue .....	\$34,327,572.35	
2. Miscellaneous transportation revenue .....	3,565.15	
Total revenue from transportation.....	\$34,331,137.50	
<b>II. Revenue from Operations Other Than Transportation:</b>		
3. Customhouse brokerage fees .....	\$3,581.99	
4. Order and commission department.....	3,128.52	
5. Rents of buildings and other property.....	3,421.20	
6. Money orders, domestic .....	190,797.25	
7. Money orders, foreign .....	1,423.71	



8. Traveler's cheques, domestic .....	19,112.43
10. "C. O. D." checks .....	359,666.67
11. Telegraphic transfers .....	5,169.86
13. Other revenue, financial department .....	3,666.98
14. Miscellaneous revenue .....	8,707.67

Total revenue from operation other than transportation **\$603,676.28**

Gross receipts from operation .....	\$34,934,813.78
Express privileges—Dr.—Page 35 .....	16,908,590.36

Total operating revenues..... **\$18,026,223.42**

(Page 35.)

#### AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES.

Steam roads:		
United States .....	\$16,458,097.56	
Mexico .....	27,307.91	\$16,485,405.47
Electric lines .....		327,644.60
Steamboats:		
Great Lakes steamers .....	\$5,492.51	
Inland steamboats, United States .....	29,516.11	
Coastwise steamboat, United States and Canada ..	32,175.83	
Coastwise steamboat, Mexico .....	251.41	
Ocean steamboat .....	7,587.00	
		75,022.86
Stage lines .....		20,517.43
Total .....		\$16,908,590.53

#### Steam Roads.

Name of Carrier and Basis of Payment.	Amount.
Ablene & Southern Ry., 50% of gross earnings.....	\$3,659.67
Amador Central R. R., merchandise, $\frac{1}{2}$ c to $1\frac{1}{4}$ c per pound; G. S., $\frac{1}{2}$ c to $\frac{3}{4}$ c per pound; T. R., \$90 per month.....	3,609.70
Anderson & Bella Vista R. R., freight, 15c per 100 pounds.....	55.43
Angellina & Neches River R. R., 50% of gross earnings.....	510.82
Ann Arbor R. R., 50% of gross earnings.....	39,710.37
Arcata & Mad River R. R., 40% of gross earnings.....	279.16
Arizona Eastern R. R., 50% of gross earnings.....	44,264.14
Arizona & New Mexico R. R., 50% of gross earnings.....	6,961.91
Arkansas Central R. R., 50% of gross receipts.....	3,664.49
Arkansas Western R. R., 50% of gross earnings.....	1,307.88
Artesian Belt R. R., 50% of gross earnings.....	1,454.23
Asherton & Gulf R. R., 50% of gross receipts.....	675.26
Atchison, Topeka & Santa Fe Ry., 55% of gross earnings.....	3,752,472.11
Atchison & Eastern Bridge Co., \$2.50 per carload.....	750.00
Bath & Hammondsport R. R., merchandise, 12c per cwt.; G. S., 10c per cwt.; lake tonnage, 10c per cwt.....	3,595.34
Beaumont & Great Northern R. R., 50% of gross earnings.....	976.93
Bellingham & Northern R. R., 55% of gross earnings.....	3,694.49
Bessemer & Lake Erie R. R., 40% of gross earnings.....	30,326.13
Bullfrog-Goldfield R. R., 50% of gross earnings.....	642.34
Burr's Ferry, Browndell & Chester, 50% of gross earnings.....	353.32
Butte, Anaconda & Pacific, 55% of gross earnings.....	7,700.21
Butte County R. R., 40% of gross earnings.....	960.14
California Western Railroad & Navigation Co., 50% of gross earnings.....	1,351.21
Caro Northern Ry., 50% of gross earnings.....	274.10
Cement, Tolenas & Tidewater, 40% of gross earnings.....	348.08
Chicago Great Western R. R., 55% of gross earnings.....	358,551.06
Chicago, Milwaukee & Puget Sound Ry., 55% of gross earnings.....	355,276.21
Chicago, Milwaukee & St. Paul Ry., 55% of gross earnings.....	2,009,553.50
Chicago & Erie R. R., 40% of gross earnings.....	274,444.11
Chicago, Peoria & St. Louis R. R., 45% of gross earnings.....	30,357.28
Chicago, Hamilton & Dayton R. R., 40% of gross earnings.....	13,623.61
Colorado Midland Ry., 50% of gross earnings.....	112,726.82
Colorado & Wyoming Ry., 50% of gross earnings.....	3,979.99
Colusa & Lake R. R., 40% of gross earnings.....	1,982.06
Concho, San Saba & Llano Valley Ry., included in Atchison, Topeka & Santa Fe Ry.	
Cos Bay R. & E. R. R. & Navigation Co., 40% of gross earnings...	38.92
Copper Range R. R., through business, 45c per cwt.; local business, 25c per cwt.; money, 10c per \$1,000.....	4,973.96
Copper River & Northwestern Ry., 50% of gross earnings.....	1,092.51
Corvallis & Eastern R. R., 40% of gross earnings.....	10,596.42
Crosbyton Southplains R. R., 50% of gross earnings.....	873.42

Dansville & Mt. Morris R. R., local business, one and one-half times first class freight rate; through business, single first class freight rate	1,346.63
Dardanelle & Russellville R. R., 50% of gross earnings	729.13
Denison & Pacific Suburban Ry., 50% of gross earnings	1,047.17
Denver, Boulder & Western R. R., 50% of gross earnings	1,240.12
DeQueen & Eastern R. R., 50% of gross earnings	611.03
Eastern Texas R. R., 50% of gross earnings	1,082.55
El Paso & Northwestern Ry., 50% of gross earnings	16,037.41
El Paso & Southwestern Co., 50% of gross earnings	47,976.46
Elrie Railroad, 40% of gross earnings	1,362,238.30
Escanaba & Lake Superior R. R., 40% of gross earnings	432.13
Ft. Smith, Sublaco & Eastern, 50% of gross earnings	466.63
Franklin & Abbeville R. R., 50% of gross earnings	460.09
Gallatin Valley R. R., 55% of gross earnings	2,219.31
Galveston, Harrisburg & San Antonio, 40% of gross earnings	156,754.86
Galveston, Houston & Henderson, 50% of gross earnings	2,950.80
Gould Southwestern Ry., 50% of gross earnings	347.40
Green Bay & Western, 50% of gross earnings	14,581.87
Iola & Northern, 50% of gross earnings	326.04
Kewaunee, Green Bay & Western, 50% of gross earnings	5,348.26
Ahnapee & Western, 22½c and 27½c per 100 pounds	6,101.10
Groveton, Lufkin & Northern, 50% of gross earnings	1,109.88
Gulf, Colorado & Santa Fe, included in Atchison, Topeka & Santa Fe	
Gulf & Interstate Railway of Texas, included in Atchison, Topeka & Santa Fe	
Gulf & Sabine River R. R., 50% of gross earnings	410.13
Hilo Railroad, 50% of gross earnings	3,034.30
Holton Interurban Ry., 40% of gross earnings	1,781.35
Houston East & West Texas, 40% of gross earnings	30,621.74
Houston & Brazos Valley, 50% of gross earnings	1,703.40
Houston & Texas Central, 40% of gross earnings	166,793.55
Illinois Terminal, through business, 12½c per 100 pounds; local, 7c per hundredweight	524.74
Independence & Monmouth, 50% of gross earnings	2,575.88
International & Great Northern, 50% of gross earnings	249,205.32
Iowa & Southwestern, 50% of gross earnings	611.78
Kanona & Prattsburg Ry., merchandise, 10c per 100 pounds	599.87
Kansas City, Clinton & Springfield, 55% of gross earnings	31,014.84
Kansas City Southern Ry., 50% of gross earnings	240,122.04
Kansas City Suburban Belt R. R., 50% of gross earnings	680.08
Kansas Southwestern Ry., 50% of gross earnings	2,167.92
Kansas City & Memphis Ry., 50% of gross earnings	1,091.96
Keokuk & Hamilton Bridge R. R., freight, 5c per hundredweight	405.90
Keweenaw Central R. R., 50% of express rate per 100 pounds	441.32
La Crosse & Southeastern Ry., 45% of gross earnings	1,610.33
Lake Charles & Northern, 50% of gross earnings	2,804.70
Lake Tahoe Railway & Transportation Co., 50% of gross earnings	2,259.83
Leavenworth & Topeka, 55% of gross earnings	1,578.78
Lehigh & Hudson River, 50% of gross earnings	11,068.64
Lehigh & New England R. R., 40% of gross earnings	439.25
Louisiana Railway & Navigation Co., 50% of gross earnings	1,456.10
Los Angeles & San Diego Bay, 50% of gross earnings	1,967.66
McCloud River Ry., 40% of gross earnings	1,254.07
Manchester & Oneida, 40% of gross earnings	706.09
Mansfield Railway & Transportation Co., 40% of gross earnings	47.57
Memphis, Dallas & Gulf, 50% of gross earnings	2,537.28
Midland Continental, 50% of gross earnings	366.87
Midland Terminal R. R., merchandise, 25c per hundredweight	4,192.39
Midland Valley, 50% of gross earnings	32,559.54
Mineral Point & Northern, 45% of gross earnings	1,135.09
Mississippi River & Bonne Terre, 50% of gross earnings	7,026.62
Missouri & North Arkansas, 50% of gross earnings	31,345.30
Missouri, Oklahoma & Gulf, 50% of gross earnings	13,027.73
Missouri Pacific Ry., St. Louis, Iron Mountain & Southern, 50% of gross earnings	1,650,293.06
Morenci Southern Ry., 50% of gross earnings	1,111.69
Morgan's Louisiana & Texas Railroad & Steamship Co., 40% of gross earnings	128,113.25
Morristown & Erie, 40% of gross earnings	2,259.12
Moscow, Camden & San Aug., 50% of gross earnings	259.06
Natchez & Southern, 50% of gross earnings	2,423.67
Nevada-California-Oregon, 50% of gross earnings	7,916.40
Nevada Central, 50% of gross earnings	1,047.06
Nevada Copper Belt, 40% of gross earnings	2,556.68
Nevada County Narrow Gauge, 45% of gross earnings	4,222.86
Nevada Northern, 50% of gross earnings	9,959.57
Nevada Transportation Co., 50% of gross earnings	563.16
New Jersey & New York, 40% of gross earnings	27,282.05
New Mexico Central, 50% of gross earnings	837.99
New Mexico Midland Ry., 40% of gross earnings	48.74

New York & Pennsylvania, 40% of gross earnings.....	1,448.48
New York, Susquehanna & Western, 40% of gross earnings.....	51,507.58
Northern Railroad of New Jersey, 40% of gross earnings.....	28,870.39
Northwestern Pacific R. R., 50% of gross earnings.....	119,991.18
Oahu Railway & Land Co., 50% of gross earnings.....	12,435.38
Ocean Shore Ry., 50% of gross earnings.....	3,555.25
Opelousas, Gulf & Northwestern Ry., 50% of gross earnings.....	1,640.84
Pacific Coast Ry., 50% of gross earnings.....	4,690.77
Pacific & Eastern R. R., 45% of gross earnings.....	267.89
Pacific Railway & Navigation Co., 40% of gross earnings.....	1,221.86
Pajaro Valley Consolidated Co., 40% of gross earnings.....	181.18
Paragould Southeastern Ry., 50% of gross earnings.....	2,558.66
Pecos Valley Southern Ry., 50% of gross earnings.....	421.57
Peoria & Pekin Union R. R., merchandise, one and one-half times railway companies' first class freight rates per hundredweight..	488.99
Pine Bluff, Arkansas River, 50% of gross earnings.....	251.67
Portland, Eugene & Eastern, 40% of gross earnings.....	526.06
Prescott & Northwestern R. R., 50% of gross earnings.....	740.43
Ray & Gila Valley Ry., 40% of gross earnings.....	3,811.22
Rio Grande Western (Globe Eastern Co.), 50% of gross earnings....	212,124.05
Rogue River Valley Ry., \$20 per month.....	240.00
Roscoe, Snyder & Pacific Ry., 50% of gross earnings.....	1,450.83
Sacramento Valley & Eastern, 40% of gross earnings.....	404.12
St. Joseph & Grand Island, 55% of gross earnings.....	48,501.20
St. Louis, Brownsville & Mexico, 55% of gross earnings.....	92,756.09
St. Louis Merchants Bridge Co., freight, 6½c per hundredweight....	21,477.86
St. Louis & Hannibal Ry., 50% of gross earnings.....	8,922.53
St. Louis, Rocky Mountain & Pacific, 50% of gross earnings.....	1,859.68
St. Louis Southwestern Ry., 50% of gross earnings.....	189,106.66
St. Louis Southwestern Railway of Texas, 50% of gross earnings....	119,095.98
Salem, Falls City & Western, 50% of gross earnings.....	1,999.98
San Antonio & Aransas Pass, 40% of gross earnings.....	106,887.71
San Diego & Southeastern R. R., 50% of gross earnings.....	8,746.68
San Antonio & Rio Grande Ry., 50% of gross earnings.....	218.52
San Antonio, Uvalde & Gulf, 50% of gross earnings.....	5,795.85
San Joaquin & Eastern, 50% of gross earnings.....	19.01
San Benito & Rio Grande Valley, railroad companies' freight rate....	399.33
Shreveport & Houston Gulf R. R., 50% of gross earnings.....	169.01
Sheridan & Willamina R. R., 40% of gross earnings.....	305.62
Sierra & Mohawk Ry., 50% of gross earnings.....	190.16
Sierra Railway of California, 50% of gross earnings.....	10,720.05
Silver Peak R. R., 40% of gross earnings.....	229.68
Southern Pacific Co. (Pacific System), 40% of gross earnings.....	2,147,989.00
Southern Pacific Railroad Co. of Mexico, 50% of gross earnings....	34,367.15
Stephenville North & South Texas Ry., 50% of gross earnings.....	5,268.87
Sugar Land Ry., 50% of gross earnings.....	114.25
Sunset Railroad, 50% of gross earnings.....	18,676.17
Tacoma Eastern R. R., 55% of gross earnings.....	12,819.78
Terminal Railroad Association of St. Louis, freight, 6½c per hun- dredweight .....	8,605.91
Texas, Arkansas & Louisiana R. R., 50% of gross earnings.....	29.04
Texas Central R. R., 50% of gross earnings.....	15.66
Texas Mexican Ry., 50% of gross earnings.....	5,686.36
Texas Midland R. R., 50% of gross earnings.....	11,079.33
Texas & Gulf R. R., included in Atchison, Topeka & Santa Fe.	
Texas & Pacific Ry., 50% of gross earnings.....	483,684.17
Texas & Southeastern R. R., 50% of gross earnings.....	15.68
Texas State R. R., 50% of gross earnings.....	353.64
Texas & New Orleans R. R., 40% of gross earnings.....	80,429.87
Thornton & Alexandria Ry., 50% of gross earnings.....	207.04
Timpson & Henderson Ry., 50% of gross earnings.....	559.26
Tonapah & Goldfield R. R., 50% of gross earnings.....	16,526.98
Tonopah & Tidewater R. R., 50% of gross earnings.....	2,127.19
Tremont & Gulf R. R., 50% of gross earnings.....	1,619.73
Trinity Valley Southern, 50% of gross earnings.....	360.81
Tintah Railway, 50% of gross earnings.....	1,317.57
Virginia & Truckee Ry., 50% of gross earnings.....	8,122.54
Wabash R. R., 50% of gross earnings.....	1,033,204.57
Wabash, Pittsburgh Terminal, 50% of gross earnings.....	9,578.91
Washington, Idaho & Montana R. R., 50% of gross earnings.....	3,267.74
Waupaca, Green Bay R. R., 40% of gross earnings.....	388.84
Weatherford, Mineral Wells & Northwestern, 50% of gross earnings.	7,142.13
Webber Falls, Shawnee & Western, 50% of gross earnings.....	288.96
Western Allegheny R. R., 40% of gross earnings.....	866.54
West Side Belt R. R., 50% of gross earnings.....	1,122.92
Wheeling & Lake Erie R. R., 50% of gross earnings.....	72,320.52
White Pass & Yukon Route, 50% of gross earnings.....	14,839.06
White Sulphur Springs & Yellowstone T., 55% of gross earnings....	422.84
Willamette Valley & Coast, 40% of gross earnings.....	101.00
Yosemite Valley R. R., 50% of gross earnings.....	5,470.60
Yreka R. R., 45% of gross earnings.....	1,699.43
<b>Total .....</b>	<b>\$16,458,097.56</b>

## Electric Lines.

Name of Carrier and Basis of Payment.	Amount.
Centerville Light & Traction Co., merchandise, 15c per 100 pounds; money and securities, 5c per \$1,000.....	\$504.51
Central California Traction Co., 50% of gross earnings.....	4,287.54
Chicago, Lake Shore & South Bend Ry., 50% of gross earnings.....	9,592.02
Chicago, Ottawa & Peoria Ry., 50% of gross earnings.....	8,056.78
Columbus, Delaware & Marlon Electric Ry., local business, one and one-half times first class freight; through business, one time first class freight; special service, 25c per car mile.....	7,590.56
Columbus, Marlon & Bucyrus Ry., merchandise, 20c per cwt.....	544.24
Dayton, Springfield & Xenia Southern, 50% of gross earnings.....	1,753.33
Dayton & Troy Electric Ry., 50% of gross earnings.....	9,760.04
Detroit, Monroe & Toledo Shore Line, merchandise, 30c per 100 pounds; money, 10c per \$1,000; valuation, 10% of express company's charges.....	5,490.96
Eastern Wisconsin Railway & Light Co. & Wisconsin Electric Railway, merchandise, 30c per 100 pounds.....	960.85
Electric Package Agency, through business, 75% of railroad companies' regular merchandise rate per 100 pounds.....	8,460.97
Elmira & Seneca Lake Traction Co., merchandise, 28c per 100 pounds; money, 10c per \$1,000.....	2,125.99
Erie-International Ry., 40% of gross earnings.....	1,406.56
Ft. Wayne & Springfield Ry., 50% of gross earnings.....	2,371.05
Fostoria & Fremont Ry., 50% of gross earnings.....	920.60
Grand Junction & Grand River Valley Ry., 50% of gross earnings...	283.20
Hanover Ry., 50% of gross earnings.....	329.07
Interurban Ry., 50% of gross earnings.....	3,165.96
Joliet & Southern Traction Co., merchandise, 25c per 100 pounds; 5c per \$1,000 valuation on money and securities.....	4,161.23
Mahoning & Shenango Valley, merchandise, 18c per 100 pounds.....	181.00
Minster & Loramie, 50% of gross earnings.....	144.50
Northern Electric Ry., 50% of gross earnings.....	19,425.88
Northwestern Ohio Railway & Traction Co., 50% of gross earnings..	2,694.88
Oakland, Antioch & Eastern Ry., 50% of gross earnings.....	1,548.15
Ordenville Rapid Transit Co., 50% of gross earnings.....	853.02
Ohio Electric, merchandise, 10c per cwt. up to 60,000 pounds; to 70,000 pounds, 7½c; balance, 5c.....	975.77
Oklahoma Ry., 50% of gross earnings.....	4,518.79
Oregon Electric, 50% of gross earnings.....	14,082.18
Pacific Electric, 50% of gross earnings.....	106,499.95
Peninsular Ry., 50% of gross earnings.....	3,437.19
Peoples Traction Co., merchandise, 30c per 100 pounds.....	141.51
Phoenix Ry., 50% of gross earnings.....	313.91
Pittsburgh, Harmony, Butler & New Castle, merchandise, 32½c per 100 pounds.....	19,842.41
Portland, Eugene & Eastern R. R., see steam roads.	
Rochester, Syracuse & Eastern R. R., shipments of 50 pounds or less, merchandise, 45c per cwt.; G. S., 30c per cwt.; all other shipments, 30c per cwt.....	12,561.91
Rock Island Southern Railway System, 50% of gross earnings.....	3,399.89
St. Francois County Ry., \$57 per month.....	554.40
Sandusky, Norwalk & Mansfield Electric Ry., 50% of gross earnings	2,698.98
San Francisco, Napa & Callistoga, 50% of gross earnings.....	3,399.81
Sheboygan Light, Power & Railway Co., 50% of gross earnings.....	1,931.73
Springfield, Troy & Piqua R. R., 50% of gross earnings.....	2,392.48
Springfield & Xenia Ry., 50% of gross earnings.....	775.70
Stark Electric Ry., local, 50% of gross earnings; through, 25c per cwt.....	2,594.25
Stockton Terminal & Eastern R. R., 50% of gross earnings.....	206.90
Tama & Toledo Electric Railway & Light Co., merchandise, 15c per cwt.; milk, 10c per cwt.....	272.47
The Modesto & Empire Traction Co., 50% of gross earnings.....	244.37
The Warren Co., 35% of gross earnings.....	292.90
Tidewater Southern Ry., 50% of gross earnings.....	280.86
Tiffin, Fostoria & Eastern Ry., 50% of gross earnings.....	896.67
Toledo, Bowling Green & Southern Traction, 50% of gross earnings.	9,353.04
Toledo, Fostoria & Findlay Ry., 50% of gross earnings.....	3,421.24
Warren & Jamestown Street Ry., 50% of gross earnings.....	2,073.94
Waterloo, Cedar Falls & Northern, 50% of gross earnings.....	3,425.32
Western Ohio Railroad, 50% of gross earnings.....	21,663.41
Youngstown & Ohio River R. R., local, 50% of gross earnings; through, two times railroad companies' first class freight rate..	4,684.80
Youngstown & Southern, local, 50% of gross earnings; through, one and one-half times railroad companies' first class freight rate..	3,594.43
Total .....	\$327,644.60

## Inland Steamboat—United States.

Name of Carrier and Basis of Payment.	Amount.
Coquille River Transportation Co., \$15.00 per month.....	\$180.00
Inland Navigation Co., \$50 per month.....	600.00
Lake Keuka Navigation Co., included in Bath & Hammondsport R. R.	
Lake Tahoe Railway & Transportation Co., see steam roads.	
Louisville & Cincinnati Packet Co., 20c per 100 pounds.....	720.81
Merchants Yukon Line, 50% of gross earnings.....	263.68
Monticello Steamship Co., 50% of gross earnings.....	6,954.43
Navy Yard Route, merchandise, 50c per 100 pounds; G. S., 35c per 100 pounds.....	53.22
Newport Navigation Co., freight, 10c per cwt.; T. B., \$25 per month	656.77
Northern Navigation Co., 50% of gross earnings.....	18,580.79
Russell, W., \$5 per month.....	60.00
Southern Pacific Co., merchandise, 20c per 100 pounds.....	1,466.41
<b>Total</b> .....	<b>\$29,516.11</b>

## Stage Lines.

Name of Carrier and Basis of Payment.	Amount.
Amador Central R. R., see steam roads.	
Ball, J., freight, 25c per cwt.....	\$66.17
Barnard, L., freight, 75c per cwt.; treasury box, \$10 per month....	321.23
Bodle, L. H., freight, 25c per cwt. first 40,000 pounds; balance, 17½c per cwt.....	1,463.22
Box, W. G., freight, 50c per cwt.; treasury box, \$5 per month....	706.93
Brice, G. M., freight, 25c per cwt.; treasury box, \$5 per month....	373.84
Burkham & Son, freight, \$2 per cwt.; general special, \$1.50 per cwt.; balance, \$3 per month; treasury box, \$40 per month.....	2,666.18
Davis & Enos, freight, ¼c and 1c per pound; treasury box, \$5 per month.....	96.83
Delaware Valley Transportation Co., freight, 25c per 100 pounds; money, 5c per \$1,000.....	1,272.35
Dolley, Edw., freight, 50c per 100 pounds; fruit and vegetables, 25c per 100 pounds; treasure box, \$12.50 per month.....	169.25
Dugan, T. C., freight, \$1.50 per cwt.; treasury box, \$7.50 per month.	278.41
Gardner, G. C., freight, 1c per pound; treasure box, \$5 per month..	140.82
Gould, C. O., freight, ¼c per pound; treasure box, \$2.50 per month.	155.42
Houser, W. M., \$45 per month.....	540.00
Johnson, M. P., freight, ¼c to 2¼c per pound; treasure box, \$25 per month.....	1,615.89
Lake County Auto Transportation Co., freight, \$1 to \$2.25 per cwt.; treasure box, \$30 per month.....	1,633.38
Lassen Auto Co., merchandise, 1c per pound; general special, ½c per pound; treasure box, \$15 per month.....	827.93
Leidig, B. H., freight, ¼c per pound; treasure box, \$2.50 per month	143.22
Levy, M., \$20 per month.....	263.00
Logan, F., \$20 per month.....	240.00
McCarty, P. F., freight, 1c per pound; treasure box, \$7.50 per month	352.28
McCaughy, H. E., \$30 per month.....	360.00
Nelson, E. B., \$3 per month.....	57.00
Newman Bros., freight, ¼c per pound; treasure box, \$5 per month..	251.62
North Coast Stage Co., freight, 1¼c to 3c per pound; treasure box, \$20 per month.....	610.12
Orr Stage Line, included in Northern Navigation Co.	
Regan, M. J., 50% of gross earnings.....	479.06
Ritchford, Wm., \$15 per month.....	15.00
Riggs & Nendel, merchandise, 25c per cwt.; general special, 15c per cwt.; treasure box, \$5 per month.....	213.43
Rose, Wm., treasure box and 1,500 pounds freight, \$7.50 per month; freight in excess of 1,500 pounds, ¼c per pound.....	138.15
San Diego & Coronado Transportation Co., \$30 per month.....	360.00
San Quentin Stage Co., \$1.50 per month.....	31.50
Scott Valley Stage Co., treasure box, \$20 per month; freight, 25c to \$1 per cwt.....	810.36
Shelton, H. L., treasure box, \$3.50 per month; freight, 10c per cwt..	395.76
Spiers, Wm., freight, 1c and 2c per pound; treasure box, \$20 per month.....	832.09
Taft, H. F., \$15 per month.....	210.00
Thistle, L. G., freight, ¼c to 1¼c per pound; treasure box, \$10 per month.....	451.27
Trask, G. M., freight, ¼c per pound; treasure box, \$5 per month....	110.15
Webb, E., freight, ¼c per pound; treasure box, \$5 per month.....	274.33
Winkler, F. W., freight, 1c per pound; general special, ¼c per pound; treasure box, \$20 per month.....	837.14
Yosemite Transportation Co., freight, 1c per pound; general special, ¼c per pound; treasure box, \$7.50 per month.....	446.67
Bagin, F. E., freight, 1c per pound; general special, ¼c per pound; treasure box, \$15 per month.....	253.61

Joslin & Holmes, freight, 1c per pound; general special, $\frac{1}{4}$ c per pound; treasure box, \$15 per month.....	54.32
<b>Total .....</b>	<b>\$20,517.43</b>

**Great Lakes Steamer.**

Name of Carrier and Basis of Payment.	Amount.
Cleveland & Buffalo Transit Co., merchandise, 25c per 100 pounds..	\$210.54
Detroit & Cleveland Navigation Co., between Cleveland and Detroit, 30c per 100 pounds; between Buffalo and Detroit, 35c per 100 pounds; money, 10c per \$1,000; valuation, 10% of express company's charges .....	5,281.97
<b>Total .....</b>	<b>\$5,492.51</b>

**Coastwise Steamers—United States and Canada.**

Name of Carrier and Basis of Payment.	Amount.
Alaska Coast Co., 50% of gross earnings.....	\$715.19
Alaska Pacific Steamship Co., 50% of gross earnings.....	150.16
Alaska Steamship Co., 50% of gross earnings.....	9,490.72
American Yukon Navigation Co., 50% of gross earnings.....	100.14
Canadian Pacific Ry. (British Columbia Coast Steamship Service), 50% of gross earnings .....	3,816.78
Coos Bay & Eureka Steamship Co., \$3 per ton cw. meas. ....	116.73
Hobbs, Wall & Co., freight, north bound, \$6.80 per ton; freight, south bound, \$4.85 per ton, measurement rate; treasure box, \$1.50 per \$1,000; live stock per their tariff.....	477.54
Humboldt Steamship Co., 50% of gross earnings.....	1,161.34
Inter-Island Steam Navigation Co., 40% of gross earnings.....	778.02
Inter-Ocean Transportation Co., freight, \$3 per ton, cubic measure; treasure, \$1 per \$1,000.....	369.40
Juneau Steamship Co., 50% of gross earnings.....	174.63
Kruse, E. & E. T., freight, \$3 per ton; money, \$1 per \$1,000.....	87.00
Northland Steamship Co., 50% of gross earnings.....	349.80
North Pacific Steamship Co., freight, \$3 per ton.....	2,830.31
Pacific Coast Steamship Co., Alaska business, 50% gross earnings; \$3 to \$4.50 per ton; treasure, 75c to \$1 per \$1,000.....	9,283.25
Portland & Coos Bay Steamship Co., freight, \$3 per ton; treasure, \$1 per \$1,000 .....	1,366.18
San Francisco & Portland Steamship Co., freight, 75c per 100 pounds .....	417.21
Western Alaska Steamship Co., 50% of gross earnings.....	491.43
<b>Total .....</b>	<b>\$32,175.83</b>

**Steam Roads—Mexico.**

Name of Carrier and Basis of Payment.	Payment.
Mexican Union, 40% of gross earnings.....	\$798.53
Sonora Railway, 40% of gross earnings.....	26,509.38
Southern Pacific Railroad Co. of Mexico, see United States steam roads.	.
<b>Total .....</b>	<b>\$27,307.91</b>

**Coastwise Steamers—Mexico.**

Name of Carrier and Basis of Payment.	Amount.
Cia Navierra del Pacifico S. A., 35% of gross earnings.....	\$251.41

**Steam Roads—Canada.**

Wabash Railroad, see United States steam roads.  
White Pass & Yukon Route, see United States steam roads.

**Inland Steamboat—Canada.**

Northern Navigation Co., see inland steamboat.  
White Pass & Yukon Route, see United States steam roads.

**Ocean Steamboat.**

Name of Carrier and Basis of Payment.	Amount.
American Hawaii Steamship Co., freight, \$5.25 per ton.....	\$23.96
Matson Navigation Co., 35% of gross earnings.....	3,740.73

Oceanic Steamship Co., 35% of gross earnings.....	2,733.07
Osaka Shosen Kaisha Steamship Co., steamship company's freight rates .....	5.25
Pacific Mail Steamship Co., freight, 2c per pound.....	1,020.24
Toyo Kisen Kaisha Steamship Co., steamship company's freight rate .....	63.70
<b>Total .....</b>	<b>\$7,587.00</b>
<b>Grand total .....</b>	<b>\$16,908,590.36</b>

(Page 36.)

## EXPLANATORY REMARKS.

Securities Owned—Stocks—Not Held in Sinking or Other Funds.

Name of Corporation and Security.	Unpledged, Cost or Book Value.
Stocks of System Corporations:	
Express companies, inactive.....	\$10,000.00

(Page 40.)

## EXPLANATORY REMARKS.

Marketable Securities of Other Companies and Miscellaneous.

Description.	Book Value.
Associated Simmons Hardware Co., 5%.....	244,375.00
Austrian government, 4½%.....	487,500.00
Bell Harmon .....	17,500.00
Brooklyn Rapid Transit .....	241,625.00
C. F. Chapman .....	225.00
Chesapeake & Ohio Railroad, 4½%.....	496,437.50
Chicago Elevated Railways Syndicate.....	92,920.00
Gasplore Corpora .....	125.00
Herald Republican Publishing Co.....	50,000.00
Illinois Central Railroad, 4½%.....	249,687.50
Lindsay Bitton Live Stock Co.....	30,000.00
Locke & Taylor, notes.....	4.00
National Railways of Mexico, 6%.....	241,250.00
New York, New Haven & Hartford Railroad, 5%.....	248,750.00
Southern Pacific Railroad, 5%.....	98,500.00
Storey, Geo. L. ....	1.00
Westinghouse Electric & Manufacturing Co., 6%.....	99,750.00
<b>Total .....</b>	<b>\$2,598,650.00</b>
<b>Total marketable securities of other companies and miscellaneous, June 30, 1912 .....</b>	<b>\$2,341,588.48</b>
<b>Additions during fiscal year 1913 (see above).....</b>	<b>2,046,412.50</b>
	<b>\$4,387,000.98</b>
<b>Deductions during fiscal year 1913 (see above).....</b>	<b>1,788,350.98</b>
	<b>\$2,598,650.00</b>
<b>Total marketable securities of other companies and miscel- laneous, June 30, 1913.....</b>	<b>\$2,598,650.00</b>

(Page 41.)

## STOCKS OWNED.

<b>Total stock owned June 30, 1912.....</b>	<b>\$4,404,608.39</b>
<b>Additions for fiscal year 1913 (see below).....</b>	<b>510,846.00</b>
	<b>\$4,915,454.39</b>
<b>Deductions for fiscal year 1913 (see below).....</b>	<b>189,677.71</b>
	<b>\$4,725,776.68</b>
<b>Total stocks owned June 30, 1913.....</b>	<b>\$4,725,776.68</b>

## Active Corporations.

Name of Corporation and Security.	Par Value of Stocks Owned Not Held in Sinking or Other Funds, Unpledged.	Dividends Declared, Rate.	Amount.	Valuation of Stocks Owned.
Other Than Express Com- panies:				
Atchison, Topeka & Santa Fe Ry., common .....	\$100,000.00	4½%	\$4,500.00	\$104,862.50
Atchison, Topeka & Santa Fe Ry., preferred .....	100,000.00	5 %	5,000.00	103,125.00

Baltimore & Ohio R. R. Co., common .....	50,000.00	3 %	1,500.00	51,687.50
Benlota water works .....	62,500.00	.....	.....	11,814.93
Chicago, Milwaukee & St. Paul Ry., preferred .....	100,000.00	7 %	7,000.00	154,625.00
Garfield National Bank, New York .....	10,000.00	12 %	1,200.00	30,012.50
Island Improvement Co. ....	2,500.00	.....	.....	25,000.00
Lily Park Stock Growing Assn. ....	1,241.00	.....	.....	33,903.00
Louisville & Nashville R. R. ....	74,000.00	3½ %	3,150.00	103,422.50
Novato Land Co. ....	9,000.00	.....	.....	186.00
Panama-Pacific International Exposition Co., stock .....	12,500.00	.....	.....	1.00
Sather Banking Co. ....	**	.....	.....	31.50
Union Pacific R. R., common ..	200,000.00	6¾ %	12,500.00	314,975.00
Union Pacific R. R., preferred ..	300,000.00	4 %	12,000.00	279,662.50
Wells, Fargo Nevada National Bank .....	2,000,000.00	8 & 9%	170,000.00	3,000,000.00
Batoplas Mining Co. ....	300,000.00	.....	.....	15,000.00
Denver, Boulder & Western R. R. ....	30,000.00	.....	.....	1.00
New Haven Gas. ....	†	.....	180.00	†
Lee Iron Works. ....	700.00	.....	.....	100.00
Express Companies, Active: Wells Fargo & Co., S. A. ....	*500,000.00	.....	252,444.03	497,366.75
Totals .....	\$3,352,441.00	.....	\$469,474.03	\$4,725,776.68
Inactive Corporations: Knickerbocker Express Co. ....	\$10,000.00	.....	.....	\$10,000.00
Grand total .....	\$3,362,441.00	.....	\$469,474.03	\$4,735,776.68
	*500,000.00			

\*Mexican.

\*\*In liquidation.

†Sold.

(Page 42.)

## FUNDED DEBT OWNED.

Total funded debt owned June 30, 1912 .....	\$13,060,728.32
Additions for fiscal year 1913 (see below) .....	1,431,480.38
	\$14,492,208.70
Deductions for fiscal year 1913 (see below) .....	1,393,187.21
Total funded debt owned June 30, 1913 .....	\$13,099,021.49

Name of Corporation and Security.	Par Value of Funded Debt Owned Not Held in Sinking or Other Funds, Unpledged.	Interest Rate.	Accrued Amount.	Valuation of Funded Debt Owned.
American Smelters Sec. Co., 15-year 6% bonds, due 1926.	\$250,000.00	6 %	\$15,000.00	\$255,000.00
American Tel. & Tel. Co., 20-year convertible 4½% bonds, due 1933 .....	100,000.00	4½ %	1,650.00	103,625.00
Armour & Co., real estate first mortgage 4½% bonds, due 1939 .....	200,000.00	4½ %	9,000.00	184,667.50
Atchison, Topeka & Santa Fe 50-year convertible 4% bonds, due 1960 .....	300,000.00	4 %	12,000.00	303,427.99
Atlantic Coast Line convertible 6-30 year 4%, due 1939.	200,000.00	4 %	8,000.00	200,485.00
Baltimore & Ohio 20-year 4½% convertible, due 1933 .....	225,000.00	4½ %	2,425.50	214,875.00
Baltimore & Ohio (P. L. E. & W. Va.) refunding 4% bonds, due 1941 .....	250,000.00	4 %	10,000.00	227,401.25
Baltimore & Ohio first mortgage 50-year 4% bonds, due 1948 .....	10,000.00	4 %	400.00	10,000.00
Baltimore & Ohio equipment trust of Feb., 1912, 4½% ....	180,000.00	4½ %	8,625.00	181,125.00
Central Leather Co., first lien 20-year 5% bonds, due 1925.	100,000.00	5 %	5,000.00	99,751.25



Central Pacific Ry., first and refunding mortgage 4% bonds, due 1949 .....	250,000.00	4 %	10,000.00	238,180.56
Chesapeake & Ohio Ry., 20-year convertible 4½% bonds, due 1930 .....	150,000.00	4½ %	6,750.00	140,812.50
Chesapeake & Ohio Ry. general mortgage 4½%, due 1992 .....	250,000.00	4½ %	11,250.00	252,500.00
Chicago & Alton Ry., first lien 50-year 3½% bonds, due 1950 .....	100,000.00	3½ %	3,500.00	71,196.25
Chicago & Eastern Illinois equipment trust, series II, 5% .....	237,000.00	5 %	9,054.17	231,698.91
Chicago, Burlington & Quincy R. R., general mortgage 4% bonds, due 1958 .....	250,000.00	4 %	10,000.00	242,812.50
Chicago, Milwaukee & Puget Sound Ry., first mortgage 4% bonds, due 1949 .....	500,000.00	4 %	20,000.00	476,250.00
Chicago, Milwaukee & Puget Sound Ry., first mortgage, 4%, due 1949 .....	18,000.00	4 %	1,364.44	16,740.00
Chicago, Milwaukee & St. Paul Ry., convertible 4½%, due 1932 .....	6,000.00	4½ %	90.00	6,000.00
Chicago, Milwaukee & St. Paul Ry., general mortgage, series A, due 1939 .....	200,000.00	4 %	8,000.00	198,000.00
Chicago, Milwaukee & St. Paul Ry., 25-year 4% bonds, due 1934 .....	300,000.00	4 %	12,000.00	277,748.75
Chicago, Rock Island & Pacific Ry., equipment 4½%, series D .....	200,000.00	4½ %	9,000.00	193,696.03
Chicago, St. Paul, Minneapolis & Omaha Ry. Co., debenture 5%, due 1930 .....	350,000.00	5 %	16,486.10	365,462.50
Cincinnati, Hamilton & Dayton Ry., first and refunding mortgage 4% bonds, due 1959 .....	200,000.00	4 %	8,000.00	180,500.00
City of Tokyo (Japan), 5%, loan of 1912 .....	£40,000.00	5 %	9,747.00	190,250.00
City of Tokyo (Japan), 5%, loan of 1912 .....	£7,400.00	5 %	1,803.19	33,696.25
Colorado & Southern Ry., refunding and extension mortgage 4½%, due 1935 .....	200,000.00	4½ %	9,000.00	194,250.00
Denver, Boulder & Western R. R., income mortgage, due 1939 .....	70,000.00	5 %	.....	1,000.00
Erie R. R. Co., convertible 4% series B, due 1953 .....	100,000.00	4 %	4,000.00	75,770.00
Hocking Valley Ry., first consolidated mortgage 4½% bonds, due 1999 .....	100,000.00	4½ %	4,500.00	100,995.00
Illinois Central equipment trust series A, 4½% .....	200,000.00	4½ %	3,700.00	197,719.80
Illinois Central R. R., refunding mortgage 4% bonds, due 1955 .....	500,000.00	4 %	20,000.00	483,300.00
Imperial Chinese government 5% Hukuang Ry.'s sinking fund .....	£40,000.00	5 %	9,723.24	193,500.00
Interboro Rapid Transit Co., 45-year gold mortgage 5% series A .....	400,000.00	5 %	20,000.02	413,581.25
Long Island R. R., refunding mortgage 4% bonds, due 1949 .....	300,000.00	4 %	12,000.00	288,000.00
Milwaukee, Sparta & Northwestern Ry., first mortgage 4% bonds, due 1947 .....	100,000.00	4 %	3,999.99	94,250.00
Multnomah county, Ore., school district No. 1, 4½% bonds, due 1928 .....	50,000.00	4½ %	2,250.00	51,675.00
National Railways of Mexico, prior lien, 4½% bonds, due 1957 .....	100,000.00	4½ %	4,500.00	95,071.25
New York Central Lines, equipment trust of 1910, 4½% bonds .....	500,000.00	4½ %	22,500.00	504,059.00
New York City gold exempt corporation 4½% bonds, due 1960 .....	1,000,000.00	4½ %	42,500.01	1,010,660.91

New York Gas & Electric Light, Heat & Power Co., first mortgage 5%, due 1948	200,000.00	5 %	8,356.52	206,750.00
New York City gold exempt 4½%, due 1962.....	89,000.00	4½%	3,782.83	89,574.48
New York, Susquehanna & Western first mortgage refunding 5%, due 1937.....	100,000.00	5 %	4,375.00	102,875.00
Norfolk & Western (Pocohontas coal), joint 4% bonds, due 1941 .....	21,000.00	4 %	840.00	19,062.50
Northern Ry. of California, first mortgage 5% bonds, due 1938	117,000.00	5 %	5,850.00	140,729.62
Oregon, Washington R. R. & Navigation Co., first and refunding mortgage 4%, due 1961 .....	250,000.00	4 %	10,000.00	231,307.50
Pennsylvania R. R., general freight equipment trust, 4%	225,000.00	4 %	9,916.67	222,063.75
St. Louis & San Francisco R. R., refunding mortgage 4% due 1951 .....	250,000.00	4 %	10,000.00	200,262.50
St. Louis, Iron Mountain & Southern Ry. (River and Gulf Division), first mortgage 30-year 4½%, due 1933.....	200,000.00	4 %	8,000.00	194,466.67
St. Louis Southwestern Ry., first consolidated mortgage 4½%, due 1932 .....	250,000.00	4 %	9,999.99	198,093.75
Southern Pacific Branch of California, first mortgage 6%, due 1937 .....	64,000.00	6 %	3,840.00	86,481.34
Southern Pacific Co., 20-year convertible 4½%, due 1929.....	500,000.00	4 %	20,000.01	495,982.50
Southern Pacific Co., San Francisco terminal, first mortgage 4% bonds, due 1950	250,000.00	4 %	10,000.00	231,495.00
Southern Pacific R. R., first and refunding mortgage, 4%, bonds, due 1955.....	550,000.00	4 %	22,000.00	524,954.85
Sunset Tel. & Tel. Co., consolidated mortgage 5% bonds, due 1929 .....	287,000.00	5 %	15,545.82	303,422.75
Union Pacific R. R., first and refunding mortgage 4% bonds, due 2008 .....	250,000.00	4 %	10,000.00	241,250.00
Union Pacific R. R., 20-year convertible 4% bonds, due 1927 .....	50,000.00	4 %	2,000.00	52,656.25
U. S. of Mexico consolidated gold 5% bonds, due 1945....	£ 43,000.00	5 %	11,296.48	204,953.58
U. S. Steel Corporation, 10-60 year sinking fund, 5%, due 1963 .....	337,000.00	5 %	16,850.01	346,227.50
Wabash R. R. receivers' certificates, 5%, due 1913.....	200,000.00	5 %	8,472.22	199,500.00
West Maryland R. R., first mortgage, 50-year, 4%, due 1952 .....	250,000.00	4 %	10,000.00	217,187.50
Alaska Packers Assn., 15-year 6%, due 1920 .....			5,163.25	†
American Telephone & Telegraph Co., convertible 4½%, due 1936 .....			2,511.11	†
Chicago, Milwaukee & St. Paul Ry., convertible 4½%, due 1932 .....			82.50	†
Pennsylvania R. R., convertible 3½%, due 1915.....			20,181.61	†
Spring Valley Water Co., general mortgage 4%, due 1923 .....			2,656.00	†
Totals .....	\$12,886,000.00 £130,400.00		\$599,568.68	\$13,099,021.49

†Disposed of.

(Page 43.)

## SUMMARY OF SECURITIES OWNED.

Not Held in Sinking or Other Funds.

## Stocks:

	Par Value.	Dividends or Interest.
Stocks of express companies, active—Pages 36, 37 and 41.....	*500,000.00	\$252,444.03
Stocks of express companies, inactive—Pages 36, 37 and 41.....	\$10,000.00	.....
Stocks of other than express companies, active—Pages 36, 37 and 41.....	3,352,441.00	217,030.00
<b>Total .....</b>	<b>\$3,362,441.00</b>	<b>\$469,474.03</b>
	*500,000.00	

\*Mexican.

## Funded Debt:

Funded debt of other than express companies, active—Pages 38, 39 and 42.....	\$12,886,000.00	\$599,568.68
	£130,400.00	
<b>Total .....</b>	<b>\$12,886,000.00</b>	<b>\$599,568.68</b>
	£130,400.00	

## Miscellaneous Securities:

Does the respondent own or control any express securities (stock, funded debt, or miscellaneous) through any intermediary which does not make an annual report to the commission? None.

(Page 47.)

## OPERATING EXPENSES.

Account.	Amount.	Ratio to Of General Account. Per cent.	Total— Operating Expenses. Per cent.
<b>I. Maintenance:</b>			
1. Superintendence .....	\$22,026.79	02.98	00.14
2. Buildings, fixtures and grounds .....	73,884.06	10.00	00.46
3. Office equipment .....	102,044.60	13.81	00.64
4. Cars, repairs .....	121,589.83	16.46	00.76
5. Cars, renewals .....	727.15	00.10	00.01
6. Cars, depreciation .....	22,657.55	03.07	00.14
7. Horses .....	98,924.61	13.39	00.62
8. Vehicles, repairs .....	176,009.95	23.91	01.10
9. Vehicles, renewals .....	24,421.58	03.31	00.15
10. Stable equipment .....	77,546.92	10.50	00.48
11. Transportation equipment.....	19,045.75	02.58	00.12
12. Other expenses .....	102.53	00.01	.....
13. Maintaining joint facilities— Dr. ....	3,612.94	00.49	00.02
14. Maintaining joint facilities— Cr. ....	4,531.95	00.61	00.03
<b>Total maintenance.....</b>	<b>\$738,662.31</b>	<b>100.00</b>	<b>04.61</b>
<b>II. Traffic Expenses:</b>			
15. Superintendence .....	\$114,958.63	31.03	00.72
16. Outside agencies .....	113,386.18	30.61	00.71
17. Advertising .....	68,828.32	18.58	00.43
18. Traffic associations .....	7,536.00	02.03	00.05
19. Stationery and printing.....	65,718.12	17.74	00.41
20. Other expenses .....	25.79	00.01	.....
<b>Total traffic expenses.....</b>	<b>\$370,453.04</b>	<b>100.00</b>	<b>02.32</b>
<b>III. Transportation Expenses:</b>			
21. Superintendence .....	\$891,683.31	06.49	05.57
22. Office employees .....	3,365,461.82	24.50	21.02
23. Commissions .....	2,039,393.45	14.84	12.74
24. Wagon employees .....	1,977,898.68	14.40	12.35
25. Office supplies and expenses..	401,820.80	02.93	02.51
26. Rent of local offices.....	516,900.86	03.76	03.23
27. Stable employees .....	216,545.34	01.58	01.35
28. Stable supplies and expenses..	1,154,403.21	08.40	07.21
29. Train employees .....	1,418,356.22	10.32	08.86
30. Train supplies and expenses..	130,495.55	00.95	00.81
31. Transfer employees .....	574,912.47	04.18	03.59
32. Transfer expenses .....	3,662.99	00.03	00.02
33. Stationery and printing.....	368,517.28	02.63	02.30

34. Loss and damage, freight.....	598,618.34	04.36	03.74
35. Loss and damage, money.....	33,160.13	00.24	00.21
36. Damage to property.....	9,242.31	00.07	00.06
37. Injuries to persons.....	60,145.84	00.44	00.33
38. Other expenses .....	50,038.50	00.36	00.31
39. Operating joint facilities—Dr.	106,950.23	00.78	00.67
40. Operating joint facilities—Cr.	179,547.77	01.31	01.12
Total transportation ex- penses .....	\$13,738,759.56	100.00	85.81
IV. General Expenses:			
41. Salaries and expenses of gen- eral officers .....	\$79,489.70	06.84	00.50
42. Salaries and expenses of clerks and attendants .....	767,294.49	66.02	04.79
43. General office supplies and ex- penses .....	52,896.79	04.55	00.33
44. Law expenses .....	80,522.93	06.93	00.50
45. Insurance .....	65,882.37	05.67	00.41
46. Pensions .....	24,581.84	02.11	00.16
47. Stationery and printing.....	37,081.80	03.19	00.23
48. Other expenses .....	54,573.17	04.69	00.34
Total general expenses.....	\$1,162,323.09	100.00	07.26
Recapitulation of Expenses:			
I. Maintenance .....	\$738,662.31	.....	04.61
II. Traffic expenses .....	370,453.04	.....	02.32
III. Transportation expenses.....	13,738,759.56	.....	85.81
IV. General expenses .....	1,162,323.09	.....	07.26
Total operating expenses...	\$16,010,198.00	.....	100.00
Ratio of operating expenses to operating revenues, 88.82 per cent.			

(Page 51.)

## OUTSIDE OPERATIONS.

Designation.	Revenues.	Expenses.	Net Revenue or Deficit.
Express business transacted on sea and ocean lines and in foreign countries...	\$182,312.10	\$172,386.39	\$9,925.71

## MISCELLANEOUS INCOME.

Source of Income.	Net Miscellaneous Income.
Car mileage .....	\$17,440.25
Interest on express balances in bank.....	14,343.13
Interest on investment balances in bank.....	30,943.66
Interest on loans, notes and accounts receivable (investment depart- ment) .....	166,184.93
Total .....	\$228,911.97

(Page 53.)

## TAXES AND ASSESSMENTS

STATE OR TERRITORY	AD VALOREM TAX		SPECIFIC TAX		Miscellaneous	Internal Revenue, U. S. Government	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds; or on Valuation Based on Earnings, Dividends, or other Results of Operation	On Gross or Net Earnings, Revenue or Dividends	On Traffic, or some Physical Quality of Property Operated, or on Privilege			
Alaska.....	\$16.29						\$16.29
Arizona.....				\$156.05			1,685.20
Arkansas.....	11,160.78		\$1,529.15	396.42			11,557.20
California.....	4,169.91		156,583.72	2,056.06			162,809.69
Colorado.....	3,814.15			357.78			4,171.93
Hawaii.....	175.67			76.76			252.43
Idaho.....			49.46	112.12			161.58
Illinois.....	8,979.28						8,979.28
Indiana.....	1,627.99						1,627.99
Iowa.....	3,434.91						3,434.91
Kansas.....	1,834.38		5,299.07	509.80			7,643.25
Kentucky.....	52.70						52.70
Louisiana.....	4,915.30		3,605.69	868.32			9,389.31
Michigan.....	380.01	\$2,704.51	4,726.04				3,084.52
Minnesota.....							4,726.04
Mississippi.....							15.60
Missouri.....	15.60						15.60
Montana.....	3,971.99		7,040.38	198.43			11,210.80
Nebraska.....	86.41		283.85	37.34			407.60
Nevada.....	949.57		105.81	77.62			1,133.00
New Mexico.....	12.35			596.19			608.54
New Jersey.....	553.88		614.15				1,168.03
New York.....	3,811.46		1,118.64				4,930.10
North Dakota.....	11,719.81		4,889.90				16,609.71
Ohio.....	926.69						926.69
Oklahoma.....	4,719.63		5,057.90				9,777.50
Oregon.....	3,692.01			447.50			4,140.41
Pennsylvania.....	3,692.01			1,196.36			4,888.37
South Dakota.....	89.08		920.83	18.72			1,028.63
Tennessee.....	284.78						284.78
Texas.....	143.20						143.20
Utah.....	4,372.37		46,527.27	37.38			50,899.54
Washington.....	2,206.84				\$152.17		2,359.01
West Virginia.....	420.22		1,622.66				2,042.88
Wisconsin.....	17.33						17.33
Wyoming.....	4,769.55		15.63				4,785.18
Federal.....						\$16,876.49	16,876.49
Mexico.....				902.08	525.49		1,427.57
British Columbia.....			37.24	149.31			186.55
England.....					104.02		104.02
Yukon Territory.....			60.51				60.51
Total.....	\$88,557.13	\$2,704.51	\$240,087.90	\$8,194.24	\$781.68	\$16,876.49	\$357,201.95

## COMPARATIVE GENERAL BALANCE SHEET

(Page 54.)

June 30, 1912		June 30, 1913		Increase or Decrease
Item	Amount	Item	Amount	
ASSETS				
Permanent and long term investments:				
I Real property and equipment—				
EB 1-A Investment—				
(a) Real estate, page 27.....	\$5,732,092.59		\$7,026,254.19	\$1,294,161.60
(b) Buildings and fixtures, page 27.....	\$894,227.95	\$834,629.75		
(c) Equipment, page 27.....	2,047,358.79	2,089,636.68		
	2,800,505.85	4,001,987.76		
	\$5,732,092.59		\$7,026,254.19	\$1,294,161.60
	75,398.96		1,092,953.84	1,017,554.88
EB 1-B Reserves for accrued depreciation—Cr.....				
Total.....	\$5,656,693.63		\$5,933,300.35	\$276,606.72
II Securities—				
EB 4 Securities of system corporations, unpledged.....				
(a) Stocks, page 36.....	\$10,000.00		\$10,000.00	
Total.....		\$10,000.00		
IV Miscellaneous				
EB 6 Miscellaneous investments—				
(a) Physical property, page 25.....	\$10,000.00		\$2,134,343.50	\$36,629.08
Total.....	\$2,170,972.58			
Working assets:				
EB 7 Cash.....				
.....	\$2,170,972.58		\$2,134,343.50	\$36,629.08
EB 9 Marketable securities of other companies—	6,167,921.04		5,215,038.97	952,882.07
(a) Stocks, page 41.....	19,806,925.19		20,423,448.17	616,522.98
(b) Funded debt, page 42.....				
(c) Miscellaneous, page 40.....				
EB 10 Loans and bills receivable.....	206,733.67		137,529.25	69,204.42
EB 11 Traffic balances due from other companies.....	192,745.13		24,964.44	167,780.69
EB 12 Net balance due from agents and messengers.....	1,270,767.26		1,434,317.57	163,550.31
EB 13 Miscellaneous accounts receivable.....	173,681.87		451,664.79	277,982.92
EB 14 Materials and supplies.....	202,182.88		183,384.16	18,798.72
EB 15 Other working assets.....	156,256.24		8,478.72	156,777.52
Total.....	\$28,179,617.28		\$27,878,826.07	\$300,791.21
Accrued income not due:				
EB 16 Unmatured interest, rents and dividends receivable.....				
.....	202,910.82		416,277.47	213,366.65
Deferred debit items:				
EB 17 Temporary advances—				
(a) Working funds.....	1,558,968.63		1,482,166.59	76,802.04
(b) Advance payments on contracts.....		35,500.00		
(c) Rents and insurance paid in advance.....		1,440,666.59		
EB 18 Taxes paid in advance.....	3,748.03		19,372.95	15,624.92
EB 19 Other deferred debit items.....	18,382.98		58,700.11	40,317.13
EB 20 Other deferred debit items.....	307,201.67		431,473.22	124,271.55
Total.....	\$1,888,296.31		\$1,991,512.87	\$103,216.56
Grand total.....				
	\$35,108,492.62		\$38,364,260.26	\$255,767.64

## COMPARATIVE GENERAL BALANCE SHEET—Continued

(Page 56.)

June 30, 1912		June 30, 1913		Increase or Decrease
Item	Amount	Item	Amount	
LIABILITIES				
Stock:				
EB 29 Capital stock, page 19—	\$23,967,400.00		\$23,967,400.00	
(a) Common stock (not held by company).....	23,967,400.00		23,967,400.00	
Total.....				
Working liabilities:				
EB 35 Traffic balances due to other companies.....	174,431.80		59,331.56	115,100.24
EB 36 Audited vouchers and wages unpaid.....	2,015,631.59		2,355,860.33	340,228.74
EB 38 Matured interest, rents and dividends unpaid.....	16,531.66		17,861.66	1,330.00
EB 41 Unpaid money orders, checks and drafts.....	2,359,671.81		2,727,415.85	367,744.04
EB 42 Express privileges.....	1,948,304.80		1,156,608.06	791,696.74
EB 43 Other working liabilities.....	13,469.14		13,702.25	233.11
Total.....	\$6,525,040.80		\$6,330,779.71	\$197,261.09
Accrued liabilities not due:				
EB 44 Unmatured interest, rents and dividends payable.....	1,198,370.00		1,198,370.00	
EB 45 Taxes accrued.....	188,069.59		168,873.00	19,196.59
Total.....	\$1,386,439.59		\$1,367,243.00	\$19,196.59
Deferred credit items:				
EB 47 Operating reserves.....	37,500.00		.....	37,500.00
EB 50 Other deferred credit items.....	254,067.34		25,214.48	228,852.86
Total.....	\$291,567.34		\$25,214.48	\$266,352.86
Profit and loss:				
EB 53 Balance, page 31.....	5,935,045.89		6,673,623.07	738,577.18
Grand total.....	\$38,108,493.62		\$38,364,260.26	\$255,766.64

(Page 56.)

## IMPORTANT CHANGES DURING THE YEAR.

Here present statements as follows: 1. All extensions of the respondent's business over transportation lines. 2. All transportation lines from which the respondent's business was withdrawn. 3. All important purchases of equipment for new lines. 4. All other important physical changes. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. All other important financial changes.

## MILEAGE COVERED.

## Steam Roads.

Additions, Corrections and Extensions from July 1, 1912, to June 30, 1913:

<b>Angelina &amp; Neches River Railroad:</b>			
Reads: Keltys, Tex., to Nadina, Tex.....	19.90		
Corrected June 1, 1913, to read: Keltys, Tex., to Chireno, Tex. ....	30.60		
Added June 1, 1913, account omission: Prosser, Tex., to Lufkin, Tex., joint track, H. E. & W. T. ....	2.20		
	<u>32.80</u>		12.90
<b>Arizona Eastern Railroad Co. (Hayden Division):</b>			
Chandler Junction, Ariz., to Chandler, Ariz.; service established March 4, 1913; recorded April 1, 1913.....			5.31
<b>Atchison, Topeka &amp; Santa Fe Railway:</b>			
Engle, N. M., to Elephant Butte, N. M.; extended April 26, 1912; notice delayed; recorded July 1, 1912 .....	15.00		
Slayton Junction, Tex., to Post, Tex., reads.....		22.76	
Corrected October 1, 1912, account error, to read: Slayton Junction, Tex., to Coleman, Tex.....	189.16		
Coleman, Tex., to Sweetwater, Tex.; eliminated October 1, 1912, account same is included in Slayton Junction to Coleman run.....		84.50	
Engle, N. M., to Elephant Butte, N. M.; eliminated account no service March 1, 1913.....		15.00	
Laton, Cal., to Lanare, Cal.; extended April 1, 1913, no notice received; recorded May 1, 1913.....	17.40		
Wellington, Kans., to Pecos, Tex., reads.....	679.30		
Corrected June 1, 1913.....	688.60		173.90
Canyon Junction, Tex., to LaMesa, Tex., reads..		174.30	
Corrected June 1, 1913, to read: Canon, Tex., to LaMesa, Tex. ....		189.16	
Slayton Junction, Tex., to Coleman, Tex., reads..		190.70	
Corrected June 1, 1913, to read: Slayton, Tex., to Coleman, Tex. ....		38.10	
Cedar Glade, Ariz., to Clarkdale, Ariz.; extended June 2, 1913 .....			
	<u>1,313.26</u>	<u>1,164.62</u>	
Net additions .....			148.64
<b>Beaumont &amp; Great Northern Railroad:</b>			
Reads: Livingston, Tex., to Trinity, Tex.....	33.10		
Corrected June 1, 1913, to read: Livingston, Tex., to Well-ton, Tex. ....	48.30		
Net additions .....			15.20
<b>Bellingham Bay &amp; British Columbia Railroad:</b>			
Bellingham, Wash., to Glacier, Wash.....	44.40		
Hampton, Wash., to Lynden, Wash.....	5.30		
Service established August 17, 1912; notice delayed; recorded September 1, 1912.....			
Net additions .....			49.70
<b>Burr's Ferry, Brownel &amp; Chester Railway:</b>			
Reads: Rockland, Tex., to Aldridge, Tex.....	7.10		
Corrected June 1, 1913, to read: Rockland, Tex., to Tur-pentine, Tex. ....	10.10		
Net additions .....			3.00
<b>California Western Railroad &amp; Navigation Co.:</b>			
Reads: Ft. Bragg, Cal., to Roads End, Cal.....	21.00		
Extended June 19, 1912; notice delayed; recorded October 1, 1912, and corrected to read: Ft. Bragg, Cal., to Will-its, Cal. ....	40.00		
Net additions .....			19.00



**Chicago, Milwaukee & Puget Sound Railway:**

Warden, Wash., to Marcellus, Wash.; extended February 1, 1912; no notice received; recorded February 1, 1913 .....	47.10	
Tiflis, Wash., to Neppel, Wash.; service established March 21, 1913; recorded April 1, 1913....	15.00	
Salsich Junction, Wash., to Hoquiam, Wash.; formerly reported as Tacoma-Eastern; adjusted April 1, 1913 .....	94.40	
Beverly Junction, Wash., to Hanford, Wash.; extended May 21, 1913; recorded June 1, 1913....	45.20	
<b>Montana Railroad:</b>		
Reads: Harlowton, Mont., to Lewiston, Mont.....		62.40
Corrected March 1, 1913; notice delayed; to read: Harlowton, Mont., to Hilger, Mont.....	80.00	
	<u>281.70</u>	<u>62.40</u>

Net additions ..... 219.30

**El Paso & Northeastern Railroad:**

El Paso, Tex., to Carrizozo, N. M., reads.....	144.71	
Corrected June 1, 1913, to read.....	144.48	21.01
Carrizozo, N. M., to Capitan, N. M., reads.....	21.85	128.21
Corrected June 1, 1913, to read.....	128.46	26.10
Carrizozo, N. M., to Santa Rosa, N. M., reads....	26.43	
Alamogorda, N. M., to Cloudcroft, N. M., reads....		
Corrected June 1, 1913, to read.....		
<b>Dawson Railway:</b>		
Tucumcari, N. M., to Dawson, N. M., reads.....	132.69	131.91
Corrected June 1, 1913, to read.....	<u>453.91</u>	<u>451.94</u>

Net additions ..... 1.97

**El Paso & Southwestern Railroad:**

El Paso, Tex., to Benson, Ariz., eliminated January 1, 1913, account same now included in El Paso, Tex., to Tuscon, Ariz., run.		
Extended, Fairbanks, Ariz., to Tuscon, Ariz., 64.10 miles, November 20, 1912; extension recorded and line corrected January 1, 1913, to read: El Paso, Tex., to Tuscon, Ariz.....	340.50	
Fairbanks, Ariz., to Benson, Ariz.....	19.10	
Fairbanks, Ariz., to Tombstone, Ariz.....	9.00	
Osborn, Ariz., to Bisbee, Ariz.....	8.80	
Douglas, Ariz., to Courtland, Ariz.....	35.70	
Total of line as corrected January 1, 1913.....		413.10
Total of line previously reported.....		<u>349.00</u>

Net additions on January 1, 1913..... 64.10

El Paso, Tex., to Tuscon, Ariz., reads.....	340.47	340.50
Corrected June 1, 1913, to read.....		19.10
Fairbanks, Ariz., to Benson, Ariz., reads.....	19.87	9.00
Corrected June 1, 1913, to read .....		9.07
Fairbanks, Ariz., to Tombstone, Ariz.....	9.07	8.80
Corrected June 1, 1913, to read.....	7.83	35.70
Osborn, Ariz., to Bisbee, Ariz.....	35.74	
Corrected June 1, 1913, to read.....		
Douglas, Ariz., to Courtland, Ariz.....		
Corrected June 1, 1913, to read.....		
Lewis Springs, Ariz., to Ft. Huachuca, Ariz.; extended March 13, 1913; no notice received; recorded June 1, 1913.....	13.21	
	<u>426.19</u>	<u>413.10</u>

Net additions on June 1, 1913..... 13.09

**Hilo Railroad:**

Reads: Hilo, T. H., to Kapoho, Hakakau and branches .....		67.00
Extended September 17, 1912; notice delayed; corrected November 1, 1912, to read: Hilo to Paauilo .....	33.70	
Hilo to Kapoho .....	25.10	
Olaa to Glenwood .....	17.00	
Pahoa Junction to Pahoa .....	4.20	
	<u>80.00</u>	<u>67.00</u>

Net additions ..... 13.00

<b>Houston &amp; Brazos Valley Railway:</b>			
Reads: Velasco, Tex., to Angelton, Tex.....		20.00	
Corrected June 1, 1913, to read: Velasco, Tex., to Anchor, Tex. ....		20.20	
Net additions .....			.20
<b>Houston &amp; Texas Central R. R.</b>			
Hutchins, Tex., to Lancaster, Tex., reads.....		4.30	
Corrected Feb. 28, 1913, to read.....	4.70	337.80	
Houston, Tex., to Denison, Tex., reads.....			
Corrected June 1, 1913, to read.....	337.74		
	342.44	342.10	
Net additions .....			.34
<b>International &amp; Great Northern R. R.</b>			
Houston, Tex., to East Columbia, Tex.....	50.00		
Houston, Tex., to Galveston, Tex.....	47.60		
Round Rock, Tex., to Georgetown.....	10.00		
Colorado Bridge, Tex., to Austin, Tex.....	.60		
Added October 1, 1912, on account of omission:			
Phelps, Tex., to Spring, Tex., reads.....		43.50	
Corrected November 1, 1912, to read.....	43.70	45.00	
Navasota, Tex., to Madisonville, Tex., reads.....			
Corrected November 1, 1912, to read.....	44.70	295.70	
Ft. Worth, Tex., to Houston, Tex., reads.....			
Corrected June 1, 1913, to read.....	296.00	84.00	
Palestine, Tex., to Phelps, Tex., reads.....			
Corrected June 1, 1913, to read.....	83.90	50.00	
Houston, Tex., to East Columbia, Tex., reads....			
Corrected June 1, 1913, to read.....	53.40	47.60	
Houston, Tex., to Galveston, Tex., reads.....			
Corrected June 1, 1913, to read.....	48.40		
Calvert Junction, Tex., to Calvert, Tex., added			
June 1, 1913, account omission.....	4.70		
Waco Junction, Tex., to Waco, Tex., added June			
1, 1913, account omission.....	.70		
	633.70	565.80	
Net additions .....			117.90
<b>Iowa &amp; Southwestern Railway:</b>			
Service established October 3, 1912; recorded			
October 31, 1912.			
Blanchard, Iowa, to College Springs and Clarinda,			
Iowa .....	15.00		
Corrected November 1, 1912, to read: Blanchard,			
Iowa, to College Springs, Iowa.....		6.30	
College Springs, Iowa, to Clarinda, Iowa.....		11.00	
Net additions .....			17.30
<b>Kansas City &amp; Memphis Railway:</b>			
Cave Springs, Ark., to Fayetteville, Ark.; extended Nov-			
ember 3, 1912; recorded November 30, 1912.....			21.00
<b>Lake Charles &amp; Northern Railroad:</b>			
Added Gulf & Sabine River Railway, formerly reported			
separate road: Nitram, La., to Fullerton, La.; adjust-			
ed April 1, 1913 .....			4.00
<b>Midland Continental Railroad:</b>			
Acquired October 25, 1912; notice delayed; recorded			
November 1, 1912. Edgely, S. D., to Jamestown, S. D.			50.10
<b>Midland Valley Railroad:</b>			
Wichita, Kans., to Hartford, Ark., reads.....		327.60	
Corrected March 1, 1913, to read.....		329.80	
Net additions .....			2.20
<b>Missouri, Oklahoma &amp; Gulf Railway:</b>			
Reads: Wagoner, Okla., to Denison, Tex.....		212.20	
Extended February 15, 1913, Wagoner to Joplin, Mo.; no			
notice received.			
Corrected March 1, 1913, to read: Joplin, Mo., to Denison,			
Tex. ....		327.20	
Net additions .....			115.00
<b>Morgan's Louisiana &amp; Texas Railroad &amp; Steamship Co.:</b>			
I. & V. Junction, La., to Avery Island, La., reads		4.40	
Corrected November 1, 1912, to read.....	3.80	249.60	
New Orleans, La., to Sabine River, reads.....			
Corrected June 1, 1913, to read.....	250.92		
	254.72	254.00	
Net additions .....			.72

**New Mexico Midland Railway:**

Service established September 1, 1912; recorded September 30, 1912. San Antonio, N. M., to Carthage, N. M. 10.00

**Northwestern Pacific Railroad:**

Willits, Cal., to Longvale, Cal.; extended July 1, 1912; no notice received; recorded February, 1913	13.00	46.26
Arcata, Cal., to Shively, Cal., reads.....		
Corrected March 1, 1913, to read: Arcata, Cal., to South Fork, Cal. ....	54.46	
Willits, Cal., to Longvale, Cal., reads.....		13.00
Corrected March 1, 1913, to read: Willits, Cal., to Sherwood, Cal. ....	13.62	
San Francisco, Cal., to Sherwood, Cal.....		151.62
Corrected March 1, 1913, to read: San Francisco, Cal., to Longvale, Cal.....	151.00	
	<u>232.08</u>	<u>210.88</u>

Net additions ..... 21.20

**Pine Bluff, Arkansas River Railway:**

Rob Roy, Ark., to Waldstein, Ark.; formerly reported as St. Louis Southwestern Railway; adjusted April 1, 1913 ..... 25.45

**St. Louis, Brownsville & Mexico Railway:**

Bloomington, Tex., to Victoria, Tex.; extended October 8, 1912; recorded October 31, 1912.....	13.60	
Heyser, Tex., to Austwell, Tex.; service established January 29, 1913; added, April 1, 1913....	17.50	53.40
Harlingen, Tex., to San Fordyce, Tex., reads.....	53.20	38.90
Corrected June 1, 1913, to read.....	38.60	
Bloomington, Tex., to Port O'Connor, Tex., reads		17.50
Corrected June 1, 1913, to read.....	16.00	
Heyser, Tex., to Austwell, Tex., reads.....		
Corrected June 1, 1913, to read.....		

**San Antonio & Rio Grande Railway:**

San Juan, Tex., to Edinburg, Tex.; effective June 1, 1912; added to St. Louis, Brownsville & Mexico Railway; adjusted October 1, 1912.....	9.80	
	<u>148.70</u>	<u>109.80</u>

Net additions ..... 38.90

**San Antonio, Uvalde & Gulf Railroad:**

Pleasanton, Tex., to San Antonio, Tex.; extended September 16, 1912; recorded October 1, 1912...	34.20	34.20
Pleasanton, Tex., to San Antonio, Tex.....		
Corrected November 1, 1912, to read.....	33.90	40.80
Crystal City, Tex., to Gardendale, Tex.....		
Extended November 19, 1912; notice delayed and corrected January 1, 1913, to read: Crystal City, Tex., to San Antonio, Tex.....	145.30	
Pleasanton, Tex., to San Antonio, Tex.; eliminated January 1, 1913, account same is included in Crystal City to San Antonio run.....		33.90
Crystal City, Tex., to San Antonio, reads.....		145.30
Corrected March 1, 1913, to read.....	145.20	
Jourdanton Junction, Tex., to Jourdanton, Tex.; added March 1, 1913, account omission.....	1.40	
Pleasanton Junction, Tex., to Campbellton, Tex..	23.00	
Extended February 25, 1913; extended June 9, 1913, Campbellton to Whitsett, Tex.; run now reads: Pleasanton Junction to Whitsett, 31.20 miles; add .....	8.20	
	<u>391.20</u>	<u>254.20</u>

Net additions ..... 137.00

**San Antonio & Aransas Pass Railway:**

Houston, Tex., to San Antonio, Tex., reads.....		237.80
Corrected June 1, 1913, to read.....	241.90	87.90
Kenedy, Tex., to Corpus Christi, Tex., reads.....		
Corrected June 1, 1913, to read .....	88.00	70.50
San Antonio, Tex., to Kerrville, Tex., reads.....		
Corrected June 1, 1913, to read.....	73.80	
	<u>403.70</u>	<u>396.20</u>

Net additions ..... 7.50

**Southern Pacific Company:**

Freeport, Cal., to Walnut Grove, Cal.; extended April 1, 1912; notice delayed; recorded July 1, 1912.....	15.90	
Natron, Ore., to Oak Ridge, Ore.; extended June, 1912; notice delayed; recorded September 1, 1912.....	33.60	

Santa Cruz, Cal., to Davenport, Cal.; extended March 20, 1913; no notice received; recorded May 1, 1913.....	11.50	
Hanford & Summit Lake Railway:		
Hardwick, Cal., to Engle, Cal.; included in Southern Pacific Co., September 1, 1912.....	42.00	
Net additions .....		103.00
Sugarland Railway:		
Reads: Sugarland, Tex., to House, Tex.....	13.40	
Corrected June 1, 1912, to read: Sugarland, Tex., to Arcola, Tex. ....	14.20	
Net additions .....		.80
Sunset Railroad:		
Bakersfield, Cal., to Maricopa, Cal., reads.....	41.74	
Corrected July 1, 1912, to read.....	43.60	
Net additions .....		1.86
Texas & Gulf Railway:		
Reported separate road July 1, 1912.		
Longview, Tex., to Emmons, Tex.....	73.60	
Center, Tex., to Zuber, Tex.....	22.26	
Longview, Tex., to Emmons, Tex., reads.....		73.60
Corrected June 1, 1912, to read: Longview, Tex., to Center, Tex.....	67.80	
Center, Tex., to Zuber, Tex.....		22.26
Corrected June 1, 1913, to read: Gary, Tex., to Grigsby, Tex. ....	27.50	
Port Bolivar & Iron Ore Railway:		
Long View, Tex., to Ore City, Tex.; acquired June 17, 1912; recorded July 1, 1912.....	23.40	
	214.56	95.86
Net additions .....		118.70
Thornton & Alexandria Railway:		
Thornton, Ark., to Hampton, Ark.; acquired July 1, 1912; recorded July 1, 1912 .....		22.93
Waupaca, Green Bay Railway:		
Scandinavia, Wis., to Waupaca, Wis.; service established May 1, 1912; notice delayed; recorded October 1, 1912 .....		10.00
Weatherford, Mineral Wells & Northwestern Railway:		
Weatherford, Tex., to Graford, Tex., reads.....	41.00	
Corrected June 1, 1913, to read.....	41.20	
Net additions .....		.20
Willamette Valley & Coast Railroad:		
Patton, Ore., to Cherry Grove, Ore.; service established October 1, 1912; recorded October 1, 1912.....		5.40
Total net additions of all lines.....		1,396.91

## Electric Lines.

Additions, Corrections and Extensions from July 1, 1912, to June 30, 1913.

Chicago, Ottawa & Peoria Railway:		
Joliet, Ill., to Princeton, Ill., reads.....	75.00	
Corrected September 1, 1912, to read.....	84.23	
Ottawa, Ill., to Streator, Ill., reads.....	15.00	
Corrected September 1, 1912, to read.....	15.88	
Junction, Ill., to Ladd, Ill., reads.....	5.00	
Corrected September 1, 1912, to read.....	4.00	
	104.11	95.00
Grand Junction & Grand River Valley Railway:		9.11
(Formerly reported as steam.)		
Grand Junction, Colo., to Fruita, Colo., added September 1, 1912 .....		16.00
Northern Electric Railway:		
Sacramento & Woodland Railroad (acquired July 15, 1912):		
Sacramento, Cal., to Woodland, Cal.....	17.93	
Yuba City, Cal., to Meridian, Cal.....	16.72	
Extended April 5, 1913; recorded May 1, 1913; extended June 16, 1913; Meridian, Cal., to Colusa, Cal., 7.92 miles, and run should now read Yuba City, Cal., to Colusa, Cal., 24.64; add.....	7.92	
		42.57
Oakland, Antioch & Eastern Railway:		
Reads: Bay Point, Cal., to Walnut Creek, Cal.....	8.00	

Extended: Walnut Creek, Cal., to San Francisco Ferry Depot; adjusted May 31, 1913; notice delayed; total line should now read.....		39.30	81.36
<b>Oregon Electric Railway:</b>			
Salem, Ore., to Albany, Ore.....	28.50		
Extended July 4, 1912; notice delayed; adjusted September 1, 1912; reads: Portland, Ore., to Albany, Ore. ....		78.20	
Extended, Albany to Eugene, October 17, 1912; adjusted November 1, 1912; total of branch should now read .....	122.40		
Grays, Ore., to Corvallis, Ore.; extended March 25, 1913 .....	4.99		
	155.89	78.20	
Net Ore. Elec. additions.....			77.69
<b>Pacific Electric Railway:</b>			
Covina Junction, Cal., to Ontario, Cal.; 16.40 miles, extended September 1, 1912.....			16.40
<b>Portland, Eugene &amp; Eastern Railway Co.:</b>			
Acquired October 1, 1912.			
Corvallis, Ore., to Monroe, Ore.....	16.35		
Monroe Junction, Ore., to Alpine, Ore.....	2.65		19.00
<b>Rock Island Southern Railway:</b>			
Galesburg, Ill., to Rock Island, Ill.....	66.20		
Corrected September 1, 1912, to read.....	69.00		
Gilchrist, Ill., to Aledo, Ill.; extended September 1, 1912 .....	6.30		
	75.30	66.20	9.10
<b>St. Francois County Railroad:</b>			
Reads: Farmington, Mo., to DeLassus, Mo.....		2.50	
Extended and corrected to read: Flat River, Mo., to Farmington, Mo. ....	8.90		
Farmington, Mo., to DeLassus, Mo.....	2.59		
Effective November 25, 1912; adjusted December 1, 1912.			
	11.49	2.50	8.99
<b>San Francisco, Napa &amp; Callistoga Railway:</b>			
Vallejo, Cal., to St. Helena, Cal.....	32.20		
Extended December 1, 1912: St. Helena, to Callistoga, Cal.; notice delayed; adjusted May 1, 1913; line should now read: Vallejo, Cal., to Callistoga, Cal.....	42.60		10.40
<b>San Joaquin &amp; Eastern Railroad:</b>			
Fresno, Cal., to El Prado, Cal.; effective August 5, 1912; added August 31, 1912.....			18.00
<b>Tidewater Southern Railway:</b>			
Service established October 10, 1912; recorded October 31, 1912: Stockton, Cal., to Modesto, Cal.....			33.00
<b>Waterloo, Cedar Falls &amp; Northern Railway:</b>			
Waterloo, Iowa, to La Porte, Iowa; extended December 22, 1912; adjusted December 31, 1912.....		16.27	
Total additions .....			307.83
<b>Inland Steamboat.</b>			
Additions, Corrections and Extensions from July 1, 1912, to June 30, 1913.			
<b>Inland Navigation Company:</b>			
Seattle, Wash., to Bellingham, Wash., via Everett and Anacortes; service established June 1, 1912; adjusted July 1, 1912; approximated, 100.00; corrected September 1, 1912, to read.....			92.00
<b>Merchants Yukon Line:</b>			
Reads: Same mileage covered by Northern Navigation Co. Corrected July 1, 1912, to read:			
St. Michaels, Alaska, to Tanana, Alaska.....	901.00		
Tanana, Alaska, to Fairbanks, Alaska.....	275.00		
Holy Cross, Alaska, to Iditarod, Alaska.....	430.00		1,606.00
<b>Navy Yard Route:</b>			
Seattle, Wash., to Bremerton, Wash.; service established April 3, 1913 .....		15.50	
Total additions .....			1,713.50

## Stage Lines.

Additions, Corrections and Extensions from July 1, 1912, to June 30, 1913.

Newman Bros.:		
Redwood City, Cal., to Woodside, Cal.; effective October 12, 1912; adjusted November 1, 1912.....		6.00
Orr Stage Lines:		
Tanana, Alaska, to Fairbanks, Alaska.....	160.00	
Fairbanks, Alaska, to Chitina, Alaska; added November 1, 1912 .....	310.00	
		470.00
Wm. Ritchford:		
Service effective April 4, 1912; recorded July 31, 1912: Minden, Nev., to Gardenville, Nev.....		1.25
Total additions .....		477.25

## Coastwise Steamers in United States and Canada.

Additions, Corrections and Extensions from July 1, 1912, to June 30, 1913.

Alaska Coast Company:		
Reads: Mileage covered by Alaska Steamship Co.; corrected July 1, 1912, to read: Seattle, Wash., to Kodiak, Alaska, via Ketchikan, Wrangel, Petersburg, Douglas, Juneau, Cordova, Valdez, La Touche and Seward.....		2,031.00
Alaska Pacific Steamship Company:		
San Francisco, Cal., to Seattle, Wash.; effective May 1, 1911; recorded July 1, 1912; notice delayed.....		804.00
Canadian Pacific Railway (Steamship):		
Reads: Victoria, B. C., to Vancouver, B. C.....	74.00	
Corrected July 1, 1912, to read: Seattle, Wash., to Skagway, Alaska, via Victoria, Vancouver, Prince Rupert, Ketchikan, Wrangle, Douglas Juneau and Haines.....	999.00	
		925.00
Humboldt Steamship Company:		
Reads: Seattle, Wash., to Skagway, Alaska; mileage covered by Alaska Steamship Co.; corrected July 1, 1912, to read: Seattle, Wash., to Skagway, Alaska.....		1,012.00
Juneau Steamship Company:		
Reads: Mileage covered by Alaska Steamship Co.; corrected July 1, 1912, to read: Juneau, Alaska, to Skagway, Alaska, and waypoints.....		188.00
Northland Steamship Company:		
Seattle, Wash., to Sitka and Chicagof, Alaska, via Ketchikan, Wrangle, Petersburg, Juneau and Douglas; service established March 9, 1912; notice delayed; recorded July 1, 1912.....		1,042.00
North Pacific Steamship Company:		
Reads: Portland, Ore., to Eureka, Cal., via Marshfield, Ore.; same as covered by North Pacific Steamship Co. San Francisco to Portland, Ore., via Eureka, Cal., and Portland and Coos Bay Steamship Co., Portland, Ore., to Marshfield, Ore., via North Bend, Ore.; corrected July 1, 1912, to read: Portland, Ore., to Eureka, Cal., via Marshfield, Ore.....		421.00
Pacific Coast Steamship Company:		
Reads: San Francisco to Eureka, Cal. (covered by North Pacific Steamship Co.) San Francisco to Tacoma, Wash., via Victoria and Seattle.....	826.00	
San Francisco to Nome and St. Michael, Alaska..	3,302.00	
Seattle, Wash., to Skagway, Alaska (covered by Alaska Steamship Co.); corrected July 1, 1912, to read: San Francisco, Cal., to Eureka, Cal.....	232.00	
San Francisco, Cal., to Tacoma, Wash., via Victoria and Seattle .....	826.00	
San Francisco to Nome and St. Michael, Alaska...	3,302.00	
Seattle, Wash., to Skagway, Alaska.....	1,012.00	
	5,372.00	4,128.00
		1,244.00
San Francisco & Portland Steamship Company:		
Reads: San Francisco, Cal., to Portland, Ore. (mileage covered by North Pacific Steamship Co.); corrected July 1, 1912, to read: San Francisco, Cal., to Portland, Ore. ....		653.00
Western Alaska Steamship Company:		
Seattle, Wash., to Nome and St. Michael, Alaska; contract effective May 1, 1911; service inaugurated July 22, 1912; adjusted July 31, 1912.....		2,487.00
Total additions .....		10,807.00

**Mexico—Steam Roads.**

Additions, Corrections and Extensions from July 1, 1912, to June 30, 1913.

**Southern Pacific Company of Mexico:****Cananea Division:**

Arizona-Mexico State Line to Cananea, reads....		39.00
Corrected May 1, 1913, to read.....	37.40	
Lomas Junction to Del Rio, reads.....		75.00
Corrected May 1, 1913, to read.....	75.06	

**Yaqui Division:**

Reads: Guaymas to Acaponeta.....		571.52
Extended February 5, 1912: Acaponeta to Tepic branch; adjusted May 1, 1912, to read: Guaymas to Tepic.....	674.00	
Corral to Tonichi, reads.....		93.96
Corrected May 1, 1913, to read.....	96.06	
Navajoa to Alamos, reads.....		39.00
Corrected May 1, 1913, to read.....	38.52	
Mazatlan Junction to Mazatlan (added account omission May 1, 1913.....	1.24	
	<u>922.28</u>	<u>818.48</u>

Total additions ..... 103.80

**Mexico—Coastwise Steamers.**

Additions, Corrections and Extensions from July 1, 1912, to June 30, 1913.

**Compania Navierra del Pacifico, S. A.:**

Extended, Mazatlan, Son., to Guaymas, Son.; effective August 1, 1912 .....	443.03
---	--------

**Dominion of Canada—Steam Roads.**

Additions, Corrections and Extensions from July 1, 1912, to June 30, 1913.

**Wabash Railroad:**

Reads: Ontario-Michigan State Line (middle Detroit River) to Ontario-New York State Line (middle of river) .....	209.20
Corrected July 1, 1912, to read.....	<u>228.90</u>
Total additions .....	19.70

**Ocean-Going Mileage.**

Additions, Corrections and Extensions from July 1, 1912, to June 30, 1913.

New York, N. Y., to Liverpool, Eng.; recorded July 31, 1913	3,166.00
San Francisco, Cal., to Hong Kong, China, via Manila and Yokohama; recorded July 31, 1912 .....	6,100.00
San Francisco, Cal., to Sydney, Australia, via Honolulu, Fiji and New Zealand; recorded July 31, 1912.....	7,210.00
Seattle, Wash., to Honolulu, T. H. (2,370 miles), not included in total.	
Corrected to read: Matson Navigation Co., Seattle, Wash., to Honolulu, T. H., 2,370.00; corrected July 1, 1912; San Francisco, Cal., to Honolulu and Hilo, T. H., 2,292.00; recorded July 1, 1912 .....	<u>4,662.00</u>
Total .....	21,138.00

**Steam Roads.**

Changes and Corrections Not Affecting the Mileage from July 1, 1912, to  
June 30, 1913.

**Asherton & Gulf Railways:**

Artesian Wells, Tex., to Asherton, Tex.; corrected November 1, 1912, to read:  
Artesia Wells, Tex., to Asherton, Tex.

**Chicago, Peoria & St. Louis Railway:**

Changed January 1, 1913 (notice delayed), and recorded April 1, 1913, to read:  
Chicago, Peoria & St. Louis Railroad.

**Erle Railroad:**

New York & Greenwood Lake Railroad: Jersey City to Coopers; corrected  
June 1, 1913, to read: Jersey City, N. J., to Sterling Forest, N. J.

**Green Bay & Western Railway:**

Corrected July 31, 1912. Kewaunee, Green Bay & Western Railway,

reads: Green Bay, Wis., to Sturgeon Bay.....	57.00
Corrected to read: Green Bay, Wis., to Kewaunee, Wis.....	37.00
<b>Deduct</b> .....	<b>20.00</b>
<b>Ahnapee &amp; Western Railway:</b>	
Reads: Casco Junction to Kewaunee.....	14.90
Corrected to read: Casco Junction, Wis., to Sturgeon Bay, Wis.....	34.00
<b>Add</b> .....	<b>20.00</b>
No change of mileage in total of the road.	
<b>Green Bay &amp; Western Railroad:</b>	
Scandinavia, Wis., to Iola, Wis.; corrected March 31, 1913, to read: Green Bay & Western Railroad.	
<b>Iola Northern Railroad:</b>	
Scandinavia, Wis., to Iola, Wis.	
<b>Holton Interurban Railway:</b>	
Reads: El Centro to Holtville, El Centro to Seeley, via Dixieland; corrected June 1, 1913, to read: Dixieland to Holtville.	
<b>Midland Continental Railroad:</b>	
Edgeley, S. D., to Jamestown, S. D.; corrected February 1, 1913, to read: Edgeley, N. D., to Jamestown, N. D.; was given to South Dakota in error.	
<b>Missouri Pacific Railway, St. Louis, Iron Mountain &amp; Southern Railway:</b>	
<b>Missouri Pacific Railway:</b>	
Marshall Junction, Mo., C. G. B. to H. B. Conn., Mo.; corrected January 1, 1913, to read: Marshall Junction, Mo., to Marshall, Mo.	
Rich Hill, Mo., Ft. S. & 7. Conn., to Joplin, Mo.; corrected January 1, 1913, to read: Rich Hill Junction, Mo., to Joplin, Mo.	
<b>St. Louis, Iron Mountain &amp; Southern Railway:</b>	
Pine City, Ark., to Brinkley, Ark.; corrected January 1, 1913, to read: Pine City Junction, Ark., to Brinkley, Ark.	
Concordia, La., to Black River, La.; corrected January 1, 1913, to read: Ferriday, La., to Black River, La.	
Antoine, Ark., Ft. Smith, Conn., to Pine City, Ark.; corrected January 1, 1913, to read: Pike City Junction to Pike City, Ark.	
<b>San Antonio &amp; Rio Grande Railway:</b>	
San Juan, Tex., to Chapin, Tex.; changed February 9, 1911 (notice delayed), and recorded October 1, 1912, to read: San Juan, Tex., to Edinburg, Tex.	
<b>Sheridan &amp; Willamina Railway:</b>	
Acquired by and name changed to Portland, Eugene & Eastern Railway Co., April 1, 1913.	
<b>Southern Pacific Company:</b>	
Hanford & Summit Lake Railway:	
Hardwick, Cal., to Engle, Cal.; corrected October 1, 1912, to read: Hardwick, Cal., to Ingle, Cal.	

#### Electric Lines.

Changes and Corrections Not Affecting the Mileage from July 1, 1912, to June 30, 1913.

- Oakland & Antioch Railway:**  
Corrected January 1, 1913, to read: Oakland, Antioch & Eastern Railway.
- Rock Island Southern Electric Railway:**  
Corrected May 1, 1913, to read: Rock Island Southern Railway System.
- Toledo, Port Clinton & Lakeside Railway:**  
Changed February 25, 1912, to Northwestern Ohio Railway & Power Company; recorded October 1, 1912.
- Columbus, Marion & Bucyrus Railway:**  
Changed May 10, 1913, to read: Columbus, Marion & Bucyrus Railway Company.

#### Inland Steamboats.

Changes and Corrections Not Affecting the Mileage from July 1, 1912, to June 30, 1913.

- O'Kelly & Lawhorn, succeeded by Lawhorn & Painter, September 7, 1909; notice delayed; recorded July 1, 1912: Marshfield, Ore., to North Bend, Ore.**
- Lawhorn & Painter, succeeded by Levi, Smith, May 1, 1911; notice delayed; recorded July 1, 1912.**
- Levi, Smith, succeeded October 1, 1911, by G. B. Laughead; notice delayed; recorded February 1, 1913.**
- G. B. Laughead, succeeded April 1, 1912, by W. Russell; notice delayed; recorded February 1, 1913.**

#### Stage Lines.

Changes and Corrections Not Affecting the Mileage from July 1, 1912, to June 30, 1913.

- F. E. Bagin, succeeded by Josselyn & Holmes, August 12, 1912: Hot Springs, Cal., to Susanville, Cal.**
- Josselyn & Holmes, succeeded by Lassen Auto Co., September 1, 1912.**



John P. Coates, succeeded by Louis Henry Bodle, effective December 31, 1911; notice delayed; recorded January 1, 1913: Laws, Cal., to Bishop, Cal.  
 Davis & Rose, succeeded by Davis & Enos; no effective date given; recorded December 1, 1912: Tunitas Glen, Cal., to Pescadora, via San Gregorito.  
 Riggs & Cornish, succeeded by Riggs & Neudel, October 1, 1911; notice delayed; recorded October 1, 1912: Turner, Ore., to Stayton, Ore.  
 L. S. Slevin, succeeded by B. H. Leidig, May 1, 1912; notice delayed; recorded January 1, 1913: Monterey, Cal., to Carmel, Cal.  
 B. H. Leidig, succeeded by Chas. O. Gould, November 1, 1912; notice delayed; recorded January 1, 1913.

### Ocean-Going Mileage.

Changes and Corrections Not Affecting the Mileage from July 1, 1912, to June 30, 1913.

San Francisco, Cal., to Honolulu, T. H. Should read: Oceanic Steamship Co., San Francisco, Cal., to Honolulu, T. H. (Proprietorship recorded July 1, 1912.)

### Steam Roads.

Withdrawals and Deductions from July 1, 1912, to June 30, 1913.

<b>Abilene &amp; Southern Railway:</b>		
Ballinger, Tex., to Hamlin, Tex., reads.....	96.90	
Corrected June 1, 1913, to read.....	96.40	
Net deduct .....		.50
<b>Chicago, Milwaukee &amp; St. Paul Railway:</b>		
Savanna, Ill., to South Omaha, Neb., reads.....	\$59.00	
Corrected December 1, 1912, to read.....	358.30	
Spofford Junction, Tex., to Eagle Pass, Tex., reads		35.30
Corrected December 1, 1912, to read.....	21.40	
Davenport, Iowa, to Jackson Junction, Iowa, reads		153.10
Corrected December 1, 1912, to read.....	151.70	
Eldridge Junction, Iowa, to Maquokita, Iowa, reads		32.30
Corrected December 1, 1912, to read.....	31.33	
Des Moines, Iowa, to Spencer, Iowa, reads.....		157.70
Corrected December 1, 1912, to read.....	156.70	
Elk River Junction, Iowa, to Davenport, Iowa, reads		45.30
Corrected December 1, 1912, to read.....	46.40	
Davenport, Iowa, to Ottumwa, Iowa, reads.....		108.90
Corrected December 1, 1912, to read.....	109.34	
	875.17	881.90
Net deduct .....		6.73
<b>Galveston, Harrisburg &amp; San Antonio Railway:</b>		
Spofford Junction Tex., to Eagle Pass, Tex., reads		35.30
Corrected February 1, 1913, to read: Spofford, Tex., to Eagle Pass, Tex.....	33.78	
Smyth Junction (N. O.), to LaGrange, Tex., reads		28.50
Corrected February 1, 1913, to read: Glidden, Tex., to LaGrange, Tex.....	24.71	
Houston, Tex., to Rio Grande state line, reads...		833.44
Corrected February 1, 1913, to read.....	832.44	
Wharton Junction, Tex., to Palacios, Tex., reads.		69.00
Corrected February 1, 1913, to read: Wharton, Tex., to Palacios, Tex.....	68.80	
Houston, Tex., to Rio Grande, Tex., reads.....		832.44
Corrected June 1, 1913, to read.....	831.21	
Stella, Tex., to Harrisburg, Tex.; eliminated account no service; adjusted June 1, 1913.....		7.80
Wharton, Tex., to Palacios, Tex., reads.....		68.80
Corrected June 1, 1913, to read: Wharton Junction to Palacios, Tex.....	68.00	
	1,858.94	1,874.28
Net deduct .....		15.34
<b>Galveston, Houston &amp; Henderson Railroad:</b>		
Houston, Tex., to Galveston, Tex., reads.....	49.80	
Corrected June 1, 1913, to read.....	49.50	
Net deduct .....		.30
<b>Grand Junction &amp; Grand River Valley Railway:</b>		
Grand Junction, Colo., to Fruita, Colo.....	16.00	
Eliminated September 1, 1912, account same as electric road .....		16.00

**Gulf, Colorado & Santa Fe Railway:**

McGregor, Tex., to Waco, Tex. (Joint St. Louis Southwestern Railway of Texas), added November 1, 1912, account of omission.....	19.30	151.70
Somerville, Tex., to Silsbee, Tex., reads.....	152.20	90.00
Corrected November 1, 1912, to read.....	89.30	9.80
Sealy, Tex., to Matagorda, Tex., reads.....	9.60	25.50
Corrected November 1, 1912, to read: Rayner, Tex., to Garwood, Tex.....	23.90	89.30
Alvin, Tex., to Houston, Tex., reads.....	88.80	152.20
Corrected November 1, 1912, to read.....	152.10	119.20
Sealy, Tex., to Matagorda, Tex., reads.....	120.30	
Corrected June 1, 1913, to read.....		
Somerville, Tex., to Silsbee, Tex., reads.....		
Corrected June 1, 1913, to read.....		
Silsbee, Tex., to Center, Tex., reads.....		
Corrected June 1, 1913, to read.....		

**Texas & Gulf Railway:**

Eliminated. Reported July 1, 1912, as separate line.		
Longview, Tex., to Emmons, Tex.....	73.60	
Center, Tex., to Zuber, Tex.....	22.26	
	<u>655.50</u>	<u>733.56</u>

**Net deduct .....**

78.06

**Gulf & Sabine River Railway:**

Nitram, La., to Fullerton, La., eliminated April 1, 1913, account same is shown under Lake Charles & Northern Railroad .....	4.00
--	------

**Hanford & Summit Lake Railway:**

Hardwick, Cal., to Engla, Cal., eliminated September 1, 1912, account same is shown under Southern Pacific Co. ....	42.00
---	-------

**Mansfield Railway & Transportation Company:**

Mansfield, La., to Mansfield Junction, La., eliminated June 1, 1913, account same is shown in Mansfield to Hunters run .....	2.00
--	------

**Missouri Pacific Railway—St. Louis, Iron Mountain & Southern Railway:****Missouri Pacific Railway:**

Cole Junction, Mo., to Lake City Branch Connection, reads .....	141.80
Corrected January 1, 1913, to read.....	140.08
Crete Branch, Neb., reads.....	58.18
Corrected January 1, 1913, to read.....	57.52
St. Louis, Mo., Tower Grove to Ivory Ave. Connection, Mo., reads.....	6.77
Corrected January 1, 1913, to read.....	6.32
Montleth Junction, Mo., to St. Louis & Eastern Junction, Leroy, Kans., V. V. I. & W. Junction, Madison, Kans., reads.....	104.70
Corrected January 1, 1913, to read.....	104.63
Holsington, Kans., to Pueblo, Colo., reads.....	368.67
Corrected January 1, 1913, to read.....	338.26
Ft. B. L. & K. N. D. Connection, Ft. Scott, Kans., to Hardtner, Kans., end of track, reads.....	257.02
Corrected January 1, 1913, to read.....	253.27
St. Louis (U. D.), Mo., to Rose Hill, Rose Hill to M. P. 276 via Sedalla, M. P. 276 to K. C. S. W. Junction, Mo., reads .....	277.01
Corrected January 1, 1913, to read.....	276.86
Kansas City, Kans., Pacific Connection, to Virginia, Neb., reads.....	160.18
Corrected January 1, 1913, to read.....	156.18
Ft. Scott, Kans., to Topeka, Kans., reads.....	130.42
Corrected January 1, 1913, to read.....	129.71
Kansas City (U. D.), Mo., to M. P. 289 to Omaha (Webster St.), reads.....	210.39
Corrected January 1, 1913, to read.....	223.87
L. & C. V. Junction to Peru Junction, Kans., Roper, Kans., to Peru Junction, reads.....	50.70
Corrected January 1, 1913, to read.....	51.70
Wichita, Kans. (W. & C. Junction), to Wichita Junction (East), Kans., reads.....	86.26
Corrected January 1, 1913, to read: Klowa Junction, Kans., to Geneseo (East), Kans.....	86.77
Nassau Junction, Mo., to Larned, Kans (end of track), reads .....	339.22
Corrected January 1, 1913, to read.....	345.52

Pleasant Hill, Mo., L. & S. Division to Ft. S. & E. & K. M. & D. Connection, Ft. Scott, Kans., reads	77.37	
Corrected January 1, 1913, to read.....	77.61	
	<u>2,248.30</u>	<u>2,268.69</u>
Net deduct .....		20.39
Missouri Pacific Railway—St. Louis, Iron Mountain & Southern Railway:		
St. Louis, Iron Mountain & Southern Railway:		
McGehee, Ark., W. H. & B., to Alexandria, La., reads	190.71	
Corrected January 1, 1913, to read: McGehee Junction, Ark., to Alexandria, La.....	190.01	
McGehee, Ark., M. H. & L. Crossing to Clayton Junction, La., reads	149.93	
Corrected January 1, 1913, to read.....	148.16	
Diaz, Ark., H. B. White River Branch to Carthage, Mo., reads	288.99	
Corrected January 1, 1913, to read.....	268.61	
St. Louis B'way, Carondelet, to M. P. 10, Jefferson Barracks, Barracks to Texarkana, reads...	504.63	
Corrected January 1, 1913, to read.....	493.29	
M. P. 348, Argenta, Ark., to Oklahoma-Kansas State Line near Coffeyville, Kans., reads.....	316.82	
Corrected January 1, 1913, to read.....	315.04	
Ozark Junction (via Coal Hill), to Hartman Junction; added January 1, 1913, account omission	12.27	
Spadra Junction, Ark. (via Cabin Creek), to Knoxville Junction, Ark.; added January 1, 1913, account omission	11.08	
Smithton, Ark., to Womble, Ark., reads.....	58.06	
Corrected January 1, 1913, to read: Gurdon, Ark., to Womble, Ark.....	59.06	
Alexandria, La., to Lake Charles, La., reads....	100.00	
Corrected January 1, 1913, to read.....	100.01	
St. Louis (U. D.), to M. & O. Crossington to Thebes, Ill., reads	126.41	
Corrected January 1, 1913, to read.....	126.93	
Little Rock, Ark., to McGehee, Ark., reads.....	101.55	
Corrected January 1, 1913, to read.....	103.00	
	<u>1,829.46</u>	<u>1,837.11</u>
Net deduct .....		7.65
St. Louis, Rocky Mountain & Pacific Railway:		
Koehler Junction, N. M., to Koehler, N. M.; service abandoned February 22, 1912; no notice received; adjusted May 1, 1913 .....		2.20
St. Louis Southwestern Railway:		
Birds Point, Mo., to Malden, Mo., reads.....	57.70	
Corrected November 1, 1912, to read.....	57.92	
St. Louis (U. D.), Mo., to Illmo Junction, Mo., reads	138.00	
Corrected November 1, 1912, to read: St. Louis (U. D.) via Eads Bridge to Illmo Junction, Mo.	132.38	
Lilbourn, Mo., to New Madrid, Mo., reads.....	6.10	
Corrected November 1, 1912, to read.....	5.22	
Stuttgart, Ark., to Gillette, Ark., reads.....	35.10	
Corrected November 1, 1912, to read.....	34.51	
Pine Bluff, Arkansas River Railway:		
Rob Roy, Ark., to Waldstein, Ark.; acquired November 2, 1913, and recorded November 30, 1912.	25.45	
Eliminated from St. Louis Southwestern Railway April 1, 1913, and reported as separate road....	25.45	
	<u>255.48</u>	<u>262.35</u>
Net deduct .....		6.87
St. Louis Southwestern Railway of Texas:		
Texarkana, Ark., to Gatesville, Tex., reads.....	305.40	
Corrected June 1, 1913, to read.....	305.63	
Mt. Pleasant, Tex., to Ft. Worth, Tex., reads....	160.80	
Corrected June 1, 1913, to read.....	154.78	
Addison, Tex., to Dallas, Tex., reads.....	13.70	
Corrected June 1, 1913, to read.....	14.05	
Commerce, Tex., to Sherman, Tex., reads.....	52.30	
Corrected June 1, 1913, to read.....	52.20	
Corsicana, Tex., to Hillsboro, Tex., reads.....	40.20	
Corrected June 1, 1913, to read.....	41.78	
Tyler, Tex., to White City, Tex., reads.....	130.90	

Corrected June 1, 1913, to read.....	131.29		
	<u>699.73</u>	<u>703.80</u>	
Net deduct .....			3.57
San Antonio & Rio Grande Railway:			
San Juan, Tex., to Chapin, Tex.; eliminated October 1, 1912, account same is shown under St. Louis, Brownsville & Mexico; change effective June 1, 1912; notice delayed .....			9.80
San Diego Southern Railway:			
San Diego, Cal., to Tia Juana, Cal., reads.....		18.70	
Corrected October 1, 1912, to read.....	17.60		
Sweetwater Junction, Cal., to Bonita, Cal., reads .....		3.00	
Corrected October 1, 1912, to read.....	2.90		
San Diego, Cal., to Ocean Beach, Cal., reads.....		7.50	
Corrected October 1, 1912, to read.....	8.39		
	<u>28.89</u>	<u>29.20</u>	
Net deduct .....			.31
Stephenville North & South Texas Railway:			
Edson, Tex., to Comanche, Tex., reads.....		31.30	
Corrected June 1, 1913, to read.....		81.20	
Net deduct .....			.10
Sugarland Railway:			
Sugarland, Tex., to Arcola, Tex., reads.....		14.20	
Corrected October 1, 1912, to read: Sugarland, Tex., to House, Tex. ....		13.40	
Net deduct .....			.80
Tacoma-Eastern Railway:			
Salsich Junction, Wash., to Hoquiam, Wash.; eliminated April 1, 1913, account same as Chicago, Milwaukee & Puget Sound Railway .....			94.40
Texas, Arkansas & Louisiana Railway:			
Bloomburg, Tex., to Atlanta, Tex., reads.....		8.00	
Corrected June 1, 1913, to read.....		7.70	
Net deduct .....			.30
Texas Mexican Railway:			
Laredo, Tex., to Corpus Christi, Tex., reads.....		159.70	
Corrected June 1, 1913, to read.....		159.60	
Net deduct .....			.10
Texas & New Orleans Railroad:			
Dallas, Tex., to Sabine, Tex., reads.....		319.60	
Corrected February 1, 1913, to read.....	320.50		
Galatin, Tex., to Rusk, Tex., reads.....		8.00	
Corrected February 1, 1913, to read.....	8.29		
Dallas, Tex., to Sabine, Tex., reads.....		320.50	
Corrected June 1, 1913, to read.....	320.00		
Houston, Tex., to Sabine, Tex., reads.....		112.50	
Corrected June 1, 1913, to read.....	111.18		
	<u>759.97</u>	<u>760.60</u>	
Net deduct .....			.63
Texas & Pacific Railway:			
Port Allen, La., to Ferriday, La., reads.....		102.00	
Corrected October 1, 1912, to read.....	110.00		
Addis, La., to Ferriday, La., Junction, La., to Marksville, La., added October 1, 1912, account omission .....	8.80		
Coal Mine Branch, eliminated October 1, 1912, account no service .....		6.00	
Plaquemine Branch, eliminated October 1, 1912, account no service .....		7.00	
Cypress, La., to Shreveport, La., reads.....		82.00	
Corrected November 1, 1912, to read.....	81.70		
Donaldsonville, La., to Napoleonville, La., reads .....		16.00	
Corrected November 1, 1912, to read.....	15.70		
Marshall, Tex., to Reiser, Tex., reads.....		51.10	
Corrected November 1, 1912, to read.....	32.80		
Texarkana, Ark., to El Paso, Tex., via Marshall, reads .....		859.00	
Corrected November 1, 1912, to read.....	859.40		
Donaldsonville, La., to Thibadeaux, La., reads .....		28.00	
Corrected November 1, 1912, to read.....	28.10		
Texarkana, Ark., to El Paso, Tex., via Marshall, reads .....		859.40	

Corrected June 1, 1913, to read.....	859.60	
Texarkana, Ark., to Ft. Worth, Tex., via Whitesboro, reads .....		244.00
Corrected June 1, 1913, to read.....	244.90	
	<u>2,241.00</u>	<u>2,254.50</u>
Net deduct .....		13.50
Trinity Valley Southern Railroad:		
Dodge, Tex., to Oakhurst, Tex., reads.....		6.00
Corrected June 1, 1913, to read.....		5.80
Net deduct .....		.20
Wabash Railroad:		
Shumway, Ill., to Effingham, Ill., extended August 1, 1912; notice delayed; recorded September 1, 1912 .....	7.20	
Chicago, Ill., to St. Louis, Mo., via Bement and Decatur, reads .....		287.50
Corrected November 1, 1912, to read: Chicago, Ill., to St. Louis, Mo., via Bement and Decatur (Eads Bridge) .....	286.00	
Moberly, Mo., to Des Moines, Iowa, reads.....		191.80
Corrected November 1, 1912, to read.....	191.80	
Chicago, Ill., to Buffalo, N. Y. (excluding portion in Canada), reads .....		296.10
Corrected November 1, 1912, to read: Chicago, Ill., to Buffalo, N. Y. (mileage in United States only), via Montpelier, Ohio.....	280.60	
Moberly, Mo., to Decatur, Ill., reads.....		210.30
Corrected November 1, 1912, to read.....	210.00	
Helmer, Ind., to Stroth, Ind., reads.....		5.00
Corrected November 1, 1912, to read.....	4.60	
New Haven, Ind., to Montpelier, Ohio, reads.....		53.30
Corrected November 1, 1912, to read.....	43.10	
Bement, Ill., to Ft. Wayne, Ind., reads.....		204.00
Corrected November 1, 1912, to read: Bement, Ill., to New Haven, Ind.....	214.90	
Marysville, Ill., to Pittsfield, Ill., reads.....		6.10
Corrected November 1, 1912, to read.....	6.20	
Maumee, Ohio, to Montpelier, Ohio, reads.....		49.50
Corrected November 1, 1912, to read.....	49.60	
Toledo, Ohio, to Ft. Wayne, Ind., reads.....		84.30
Corrected November 1, 1912, to read: Toledo, Ohio, to New Haven, Ind.....	38.50	
Clayton, Ill., to East Hannibal, Ill., reads.....		45.00
Corrected November 1, 1912, to read.....	46.90	
Ottumwa, Iowa, to Moulton, Iowa, reads.....		35.00
Corrected November 1, 1912, to read.....	36.60	
Ottumwa, Iowa, to Moulton, Iowa, reads.....		36.60
Corrected December 31, 1912, to read.....	36.10	
	<u>1,501.40</u>	<u>1,504.50</u>
Net deduct .....		3.10
Total deductions on all lines.....		328.85

## Electric Lines.

Withdrawals and Deductions from July 1, 1912, to June 30, 1913.

Interurban Railway & Terminal Company:	
Eliminated October 1, 1912, account no service: Cincinnati, Ohio, to Salem, Ohio.....	10.00
San Joaquin & Eastern Railroad:	
Eliminated account no service, September 1, 1912: Fresno, Cal., to El Prado, Cal.....	18.00
San Joaquin Valley Electric Railway:	
Eliminated account no service, September 1, 1912: Stockton, Cal., to Modesto, Cal.....	35.00
Total deductions .....	63.00

## Stage Lines.

Withdrawals and Deductions from July 1, 1912, to June 30, 1913.

L. Barnard:	
Willits, Cal., to Roads End, Cal.; discontinued June 19, 1912, account completion of the California Western Railroad & Navigation Co.; recorded October 1, 1912..	12.00

## F. W. Winkler:

Service withdrawn August 1, 1912; recorded October 1, 1912: Mokelumne Hill, Cal., to Jackson, Cal.....	6.00
Total deductions .....	18.00

## Mexico—Steam Roads.

Withdrawals and Deductions from July 1, 1912, to June 30, 1913.

## Sonora Railway:

Reads: Nogales to Guaymas .....	268.00
Corrected May 1, 1913, to read: Nogales to Guaymas, via Hermosilla .....	265.01
Total deductions .....	2.99

## Ocean-Going Mileage.

Withdrawals and Deductions from July 1, 1912, to June 30, 1913.

Reads: New York, N. Y., to London, England.....	3,208.00
Corrected to read: New York, N. Y., to Southampton, England .....	3,000.00
Curtailed July 31, 1912.....	208.00
New York, N. Y., to Colon, Republic of Panama; eliminated July 31, 1912 .....	1,980.00
Total deductions .....	2,188.00

## Additions to Stocks Owned.

Description.	Par.	Cost.
Batoplas Mining Co. ....	\$30,000.00	\$15,000.00
Denver, Boulder & Western Railroad.....	30,000.00	1.00
New Haven Gas Co. ....	4,500.00	7,920.00
Atchison, Topeka & Santa Fe, 500 shares common....	50,000.00	52,487.50
Baltimore & Ohio Railroad, 500 shares common.....	50,000.00	51,687.50
Union Pacific Railroad, 2,000 shares common.....	200,000.00	309,587.50
Louisville & Nashville Railroad, 500 shares common..	50,000.00	70,062.50
Louisville & Nashville Railroad.....	800.00	800.00
Louisville & Nashville Railroad.....	3,200.00	3,200.00
Lee Iron Works.....	700.00	700.00
	\$419,200.00	\$510,846.00

## Deductions from Stocks Owned.

Description.	Par.	Cost.
Novato Land Co., distribution No. 4 at 5c per share on 9,000 shares .....		\$450.00
West Seattle Land & Improvement Co., dividends on 6,000 shares .....		6,000.00
Booth Fisheries Co. ....	\$420.76	200.00
West Seattle Land & Improvement Co., 6,000 shares..	300,000.00	16,886.71
New Haven Gas Co., 180 shares and rights.....	4,500.00	7,920.00
Union Pacific Railroad, 1,000 shares common.....	100,000.00	157,487.50
Novato Land Co., distribution No. 5 at 2½c per share on 9,000 shares .....		225.00
Sather Banking Co., liquidation dividend, \$4.50 per share on 63 shares.....		283.50
Novato Land Co., distribution No. 6 at 2½c per share on 9,000 shares .....		225.00
	\$404,920.76	\$189,677.71

## Additions to Funded Debt Owned.

Description.	Par.	Cost.
Denver, Boulder & Western Railroad.....	\$1,000.00	\$1,000.00
New York, Susquehanna & Western, first refunding 5% bonds, due 1937 .....	100,000.00	102,875.00
New York Gas, Electric Light, Heat & Power, 5% bonds, due 1948 .....	75,000.00	77,531.25
Chicago, St. Paul, Minneapolis & Omaha, 5% debenture bonds, due 1930 .....	150,000.00	154,462.50
Wabash Railroad Co., receivers' certificates, 5%, due 1913 .....	200,000.00	199,500.00

New York Gas, Electric Light, Heat & Power, 5% bonds .....	125,000.00	129,218.75
Chicago & Eastern Illinois equipment trust, series H, 5% .....	250,000.00	244,673.08
Illinois Central equipment trust, series A, 4½% .....	200,000.00	197,719.80
Chicago, Milwaukee & St. Paul, convertible 4½% bonds .....	6,000.00	6,000.00
American Telephone & Telegraph Co., convertible 4½% bonds .....	100,000.00	103,625.00
Baltimore & Ohio Railroad, convertible 4½% bonds...	225,000.00	214,875.00
	<u>\$1,432,000.00</u>	<u>\$1,431,480.38</u>

## Deductions from Funded Debt Owned.

Description.	Par.	Cost.
Portland City & Oregon first 6% bonds.....	\$50,000.00	\$50,000.00
Chicago, Milwaukee & St. Paul, convertible 4½% bonds .....	15,000.00	15,000.00
Alaska Packers Association, 15-year 6% bonds, 1920..	348,000.00	323,712.85
Chicago, Milwaukee & Puget Sound, first 4% bonds..	20,000.00	18,600.00
Chicago, Milwaukee & Puget Sound, first 4% bonds..	8,000.00	7,440.00
Baltimore & Ohio Railroad, equipment trust 4½%....	20,000.00	20,125.00
American Telephone & Telegraph Co., 4% convertible bonds .....	100,000.00	101,625.00
Chicago & Eastern Illinois, 5% equipment trust.....	13,000.00	12,974.17
Spring Valley Water Co., general mortgage 4% bonds	102,000.00	94,248.00
Pennsylvania Railroad Co., 3½% convertible bonds of 1905 .....	750,000.00	721,068.44
Chicago, Milwaukee & Puget Sound, first 4% bonds..	4,000.00	3,720.00
Pennsylvania general freight equipment, 4%.....	25,000.00	24,673.75
	<u>\$1,455,000.00</u>	<u>\$1,393,187.21</u>

## Additions to Marketable Securities of Other Companies and Miscellaneous.

Description.	Par.	Cost.
Illinois Central Railroad Co., 4½% .....	\$250,000.00	\$249,687.50
Chesapeake & Ohio, 4½% .....	200,000.00	198,500.00
Harmon Bell, 6% .....	22,500.00	22,500.00
Brooklyn Rapid Transit Co., 5% .....	250,000.00	241,625.00
National Railways of Mexico, 6% .....	260,000.00	256,750.00
New York, New Haven & Hartford, 5% .....	250,000.00	248,750.00
Austrian Government, 4½% .....	500,000.00	487,500.00
C. F. Chapman.....	225.00	225.00
National Railways of Mexico, 6% .....	250,000.00	241,250.00
Southern Pacific Co., 5% .....	100,000.00	98,500.00
Gaspore Corpora .....	125.00	125.00
	<u>\$2,082,850.00</u>	<u>\$2,045,412.50</u>

## Deductions from Loans, Notes and Accounts Receivable.

Description.	Par.	Cost.
Estimated value of notes taken over from Wells Fargo & Co.'s bank .....	.....	\$26,391.00
Geo. L. Storey .....	\$550.00	549.00
National Railways of Mexico, 5% .....	260,000.00	259,350.00
Bankers Warehouse Co. ....	.....	167.23
Lindsay Bitton Live Stock.....	6,000.00	6,000.00
Harmon Bell .....	5,000.00	5,000.00
W. H. Metson .....	4,500.00	4,500.00
Baltimore & Ohio Railroad, 4½% .....	1,000,000.00	992,493.75
National Railways of Mexico, 4½% .....	240,000.00	237,150.00
National Railways of Mexico, 6% .....	260,000.00	256,750.00
	<u>\$1,776,050.00</u>	<u>\$1,788,350.98</u>

(Page 61.)

## CONTRACTS, AGREEMENTS, ETC.

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of express matter or the conduct of express business, which became effective or were renewed during the year covered by this report. Give the statement in the following order, viz.: 1. Steam railroad companies. 2. Electric transportation companies or lines. 3. Steamboat or steamship companies. 4. Telegraph companies. 5. Telephone companies. 6. Other express companies. 7. United States government. 8. Other contracts.

## New.

## Steam Roads.

Midland Continental Railroad—October 1, 1912; 50% of gross earnings.  
 Pine Bluff Arkansas River—November 1, 1912; 50% of gross earnings.  
 Sugar Land Railway—February 1, 1913; 50% of gross earnings.  
 Thornton & Alexandria Railway—July 1, 1912; 50% of gross earnings.  
 Willamette Valley & Coast Railroad—September 1, 1912; 40% of gross earnings.

## Electric Lines.

Oakland, Antioch & Eastern Railway—April 1, 1913; 50% of gross earnings.  
 Tidewater Southern Railway—October 1, 1912; 50% of gross earnings.

## Inland Steamboat.

Navy Yard Route—April 1, 1913; merchandise, 50c per cwt.; general special, 35c per cwt.

## Stage Lines.

Neuman Bros.—October 12, 1912; freight,  $\frac{1}{4}$ c per pound; treasure box, \$5 per month.

## Coastwise Steamers—United States and Canada.

American Yukon Navigation Co.—May 1, 1913; 50% of gross earnings.

## Renewals.

## Steam Roads.

California Western Railroad & Navigation Co.—October 1, 1912; 50% of gross earnings.  
 DeQueen & Eastern Railroad—June 1, 1913; 50% of gross earnings.  
 Gould Southwestern Railway—August 1, 1912; 50% of gross earnings.  
 Kansas City & Memphis Railway—November 1, 1912; 50% of gross earnings.  
 Lake Tahoe Railway & Navigation Co.—July 1, 1912; 50% of gross earnings.  
 Manchester & Oneida Railway—June 17, 1913; 40% of gross earnings.  
 Nevada Northern Railway—August 1, 1912; 50% of gross earnings.  
 Ocean Shore Railroad—January 1, 1913; 50% of gross earnings.  
 Prescott & Northwestern Railroad—December 1, 1912; 50% of gross earnings.  
 Stephenville North & South Texas Railway—September 20, 1912; 50% of gross earnings.  
 Yosemite Valley Railroad—January 1, 1913; 50% of gross earnings.

## Electric Lines.

Chicago, Lake Shore & South Bend Railway—September 15, 1912; 50% of gross earnings.  
 Dayton, Springfield & Xenia Southern Railway—July 15, 1912; 50% of gross earnings.  
 Eastern Wisconsin Railway & Light Co.—March 1, 1913; merchandise, 30c per 100 pounds.  
 Hanover Railway—June 1, 1913; 50% of gross earnings.  
 Peoples Traction Co.—April 28, 1913; merchandise, 30c per cwt.  
 Pittsburgh, Harmony, Butler & New Castle Railway—March 1, 1913; merchandise,  $32\frac{1}{4}$ c per 100 pounds.  
 St. Francois County Railway—November 25, 1912; \$57 per month.  
 Springfield & Xenia Railway—September 4, 1912; 50% of gross earnings.  
 Youngstown & Southern Railway—January 1, 1913; local, 50% of gross earnings; through, one and one-half times railway companies' first class freight rate per 100 pounds.

## Stage Lines.

Gould, Chas. O.—November 1, 1912; freight,  $\frac{1}{4}$ c per pound; treasure box, \$2.50 per month.  
 Lassen Auto Co.—September 1, 1912; merchandise, 1c per pound; general special,  $\frac{1}{4}$ c per pound; treasure box, \$15 per month.

## Coastwise Steamers—United States and Mexico.

Hobbs, Wall & Co.—June 1, 1913; freight, \$6.80 per ton north, \$4.05 per ton south; treasure, \$1.50 per \$1,000; live stock, steamship tariff.  
 Inter-Island Steam Navigation Co.—September 1, 1912; 40% of gross earnings.

## Coastwise Steamers—Mexico.

Via Navierra del Pacifico—October 1, 1912; 30% of gross earnings.



(Page 63.)

## COMPARATIVE STATISTICS OF EQUIPMENT OWNED.

	June 30, 1912	June 30, 1913
	Number. Value.	Number. Value.
Cars .....	123 \$371,907.77	155 \$489,374.54
Office equipment:		
Four-wheel trucks .....	8,296 194,956.00	8,699 156,350.79
Office furniture and fixtures .....	..... 341,884.98	..... 314,742.93
Office safes .....	2,997 184,615.20	4,139 199,946.70
Horses and other draft animals .....	3,896 681,816.64	4,405 667,969.24
Vehicles:		
Automobiles .....	9 17,722.74	46 141,216.73
Double wagons .....	875 249,375.00	946 244,450.47
Single wagons .....	1,993 294,583.28	2,262 327,459.99
Sleighs .....	384 12,482.99	431 14,390.12
Stable equipment (including harness) .....	..... 143,196.30	..... 86,070.88
Transportation equipment:		
Car safes .....	489 61,232.58	522 49,897.84
Messenger's safes .....	2,992 36,190.64	2,055 27,216.73
Messengers' packing trunks .....	2,927 40,171.50	9,584 35,652.48
All other equipment .....	..... 170,370.23	..... 154,294.98
Total .....	\$2,800,505.85	\$2,909,033.92

## STATISTICS OF FINANCIAL PAPER ISSUED.

	Number.	Amount.
Money orders sold, domestic .....	2,574,956	\$28,774,590.04
Money orders, sold, foreign .....	10,037	163,208.61
Traveler's cheques sold, domestic and foreign .....	206,306	4,039,288.16
"C. O. D." checks issued .....	1,825,339	21,127,038.24
Telegraphic transfers .....	5,082	881,392.83
Other forms of remittance paper issued .....	4,311	194,037.47
Total .....	4,626,031	\$55,179,555.35

Number of express offices in the United States, June 30, 1913..... 7,299  
 Number of offices in the United States at which money orders were on sale,  
 June 30, 1913 ..... 6,448

(Page 65.)

## OATH.

STATE OF ILLINOIS, } ss:

County of Cook.

We, the undersigned, E. A. Stedman, vice president, and Richard Burr, assistant comptroller, of Wells Fargo & Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information, and belief.

E. A. STEDMAN,  
 Vice President.  
 RICHARD BURR,  
 Assistant Comptroller.  
 November, 1913.  
 E. A. ERICKSON,  
 Notary Public.

Subscribed and sworn to before me this 1st day of

My commission expires August 19, 1917.

## WESTERN EXPRESS COMPANY.

(Page 3.)

## HISTORY.

1. Exact name of company making this report. Western Express Company.
2. Date of organization. October 30, 1894.
3. Under laws of what government, state or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof. Chapter 86, Revised Statutes of the state of Wisconsin.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.
5. Date and authority for each consolidation. None.
6. State whether respondent is a corporation, a joint-stock association, or a firm or partnership. Corporation.
7. If a reorganized company, give name of original organization and refer to laws under which it was organized. Not a reorganized company.

(Page 5.)

## DIRECTORS.

Name.	Postoffice Address.	Date of Expiration of Term.
E. Pennington .....	Minneapolis, Minn.....	October 14, 1913
W. L. Martin .....	Minneapolis, Minn.....	October 14, 1913
H. B. Dike .....	Minneapolis, Minn.....	October 14, 1913
C. W. Gardner .....	Minneapolis, Minn.....	October 14, 1913
G. W. Webster .....	Minneapolis, Minn.....	October 14, 1913

## PRINCIPAL OFFICERS.

Title.	Name.	Official Address.
Chairman of the board and president.	E. Pennington.....	Minneapolis, Minn.
Vice president .....	W. L. Martin.....	Minneapolis, Minn.
Secretary .....	H. B. Dike.....	Minneapolis, Minn.
Treasurer .....	C. F. Clement.....	Minneapolis, Minn.
General solicitor .....	H. B. Dike.....	Minneapolis, Minn.
Comptroller.....	C. W. Gardner.....	Minneapolis, Minn.
Auditor.....	W. H. Plant.....	Toronto, Canada
General manager .....	W. S. Stout.....	Toronto, Canada
General superintendent.....	F. E. McDonnell.....	Chicago, Ill.
Traffic manager .....	W. H. Burr.....	Toronto, Canada

Officer to whom correspondence concerning this report should be addressed:  
Name, W. H. Plant; title, traffic auditor; official address, Toronto, Canada.

(Page 9.)

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

1. Date of last meeting of stockholders for election of directors. October 8, 1912.
2. Date of last closing of stock books before end of year for which this report is made. Books not closed.
3. Total number of stockholders of record at the date required in answer to question 2. Five (5).
4. Has each share of stock one vote? Yes.
5. Has any issue of securities contingent voting rights? No.
6. Has any issue of securities special privileges in the election of directors? No.
7. Did any individual, association, corporation or corporations, transportation or other, control the respondent on June 30, 1913? No.
8. Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1913?  
If control was so held, state:

- (a) The name of the trustee: E. Pennington, W. L. Martin, C. W. Gardner, H. B. Dike, G. W. Webster.
- (b) The name of the beneficiary or beneficiaries for whom the trust was maintained: Minneapolis, St. Paul & Sault Ste. Marie Railway Company. (Stock held in trust for railway.)

(Page 11.)

MILEAGE COVERED.

Name of every steam road over which the respondent operates.

Name of Road.	Miles.
Duluth, South Shore & Atlantic Railway.....	521.92
Mineral Range Railway.....	79.47
Minneapolis, St. Paul & Sault Ste. Marie Railway.....	3,814.38
Spokane International Railway.....	161.50
Idaho & Washington Northern Railway.....	103.00
Canadian Pacific Railway.....	246.70
Stanley, Merrill & Phillips Railway.....	33.00
Manistique & Lake Superior Railway.....	37.00
<b>Total</b> .....	<b>4,996.97</b>

(Page 13.)

MILEAGE COVERED.

Names of all lines other than steam roads over which the respondent operates. Observe the following order: (1) electric lines, (2) steamboat lines, (3) stage lines, (4) miscellaneous lines.

Name of Carrier.	Miles.
1. Escanaba Traction Co. ....	4.00
2. Mackinac Transportation Co. ....	4.00
3. Stage line, Wetmore to Munising, Mich.....	4.00
<b>Total</b> .....	<b>12.00</b>

(Page 15.)

MILEAGE BY STATES AND TERRITORIES.

State or Territory.	Steam Road Mileage.	Electric Line Mileage.	Steamboat Line Mileage.	Stage Line Mileage.	Total Mileage.
Idaho .....	176.00	....	....	....	176.00
Illinois .....	63.09	....	....	....	63.09
Maine .....	232.40	....	....	....	232.40
Michigan .....	759.76	4.00	4.00	4.00	771.76
Minnesota .....	1,009.19	....	....	....	1,009.19
North Dakota.....	1,110.88	....	....	....	1,110.88
South Dakota.....	33.56	....	....	....	33.56
Vermont .....	14.30	....	....	....	14.30
Washington .....	88.50	....	....	....	88.50
Wisconsin .....	1,509.29	....	....	....	1,509.29
<b>Total</b> .....	<b>4,996.97</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>	<b>5,008.97</b>

(Page 17.)

RECAPITULATION.

Class of Carrier.	Mileage.
Steam roads .....	4,996.97
Electric lines .....	4.00
Steamboat lines .....	4.00
Stage lines .....	4.00
<b>Total</b> .....	<b>5,008.97</b>

(Page 19.)

CAPITAL STOCK.

Kind.	Number of Shares Authorized.	Par Value of One Share.	Total Par Value Authorized.	Total Par Value Outstanding.	Total Par Value Not Held by Respondent.
Common .....	1,000	\$100.00	\$100,000.00	\$50,000.00	\$50,000.00
<b>Total</b> .....	<b>1,000</b>	<b>\$100.00</b>	<b>\$100,000.00</b>	<b>\$50,000.00</b>	<b>\$50,000.00</b>
Purpose of the Issue.				Total Number of Shares Outstanding.	Total Cash Realized.
Issued for cash: Common.....				500	\$50,000.00
<b>Total</b> .....				<b>500</b>	<b>\$50,000.00</b>

## COST OF REAL PROPERTY AND EQUIPMENT.

(Page 27.)

ACCOUNT	Expenditures for Real Property and Equipment During the Year			Total Cost to June 30, 1912	Total Cost to June 30, 1913
	Credits for Property Retired		Total		
	From Cash or Other Working Assets				
	Directly Charged				
Real property and equipment:				\$8,106.64	\$8,106.67
I Buildings and fixtures:					
III Equipment—					
(2) Other equipment—					
Office equipment—	\$1,036.10	\$351.28	\$684.82	4,709.32	5,394.14
Horses—	2,652.19	400.16	2,252.03	27,889.46	30,141.49
Vehicles—	1,525.00	1,385.00	140.00	10,471.75	10,611.75
Stable equipment—	552.60	613.13	60.53	11,566.31	11,525.75
Transportation equipment—	108.20	57.01	51.19	2,308.24	2,359.43
Total—	361.50	3.00	358.50	7,985.49	8,343.99
Total—	\$6,235.59	\$2,809.58	\$3,426.01	\$73,057.24	\$76,483.25

## RESERVES FOR ACCRUED DEPRECIATION—CR.

ACCOUNT	Amounts Credited During the Year		Accounts Charged During the Year.	Net Balance for the Year	Total on June 30, 1912	Total on June 30, 1913
(a) Buildings and fixtures.....	\$327.63			\$327.63	\$957.40	\$1,285.33
(c) Other equipment.....	2,377.39			2,282.43	8,445.42	10,727.85
Office equipment.....	1,454.95	\$94.96	705.00	749.95	2,483.59	3,233.54
Horses.....	1,025.08	439.58	393.06	585.50	2,227.06	2,813.46
Vehicles.....	393.06			751.77	1,144.83	1,144.83
Stable equipment.....				935.25	4,292.25	5,227.50
Transportation Equipment.....	1,016.61	81.36				
Total.....	\$6,504.72	\$1,320.90		\$5,273.82	\$19,158.69	\$24,432.51

(Page 29.)

## INCOME ACCOUNT.

<b>Operating Income:</b>		
<b>Express Operations:</b>		
Gross receipts from operation—Page 33.	\$1,328,858.27	
Express privileges—Dr.—Page 35.....	711,503.21	
	<hr/>	
Operating revenues—Page 33.....	\$617,355.06	
Operating expenses—Page 49.....	567,429.41	
	<hr/>	
Net operating revenue.....	\$49,925.65	
Taxes accrued—Page 53.....	11,214.32	
	<hr/>	
Operating income .....		\$38,411.88
<b>Other Income:</b>		
Interest accrued on funded debt owned or controlled—Page 43.....	\$1,043.78	
Interest on other securities, loans and accounts .....	2,128.66	
	<hr/>	
Total other income.....		3,172.44
		<hr/>
Gross corporate income.....		\$41,883.77
<b>Disposition of Net Corporate Income:</b>		
Appropriations for other reserves, accrued depreciation .....		6,594.72
		<hr/>
Balance for year carried forward to credit of profit and loss.....		\$85,289.05

(Page 31.)

## PROFIT AND LOSS ACCOUNT.

## Debit.

<b>Deductions for year:</b>	
Additional taxes, past eleven years, state of Minnesota.....	\$4,429.15
Balance credit, June 30, 1912, carried to general balance sheet—Page 57	64,851.08
	<hr/>
	\$69,280.23

## Credit.

Balance June 30, 1912.....	\$33,991.16
Balance for year brought forward from income account.....	35,289.05
Additions for year: Error.....	.02
	<hr/>
	\$69,280.23

(Page 33.)

## OPERATING REVENUES.

Account.	Total Receipts.	Total Revenues.
<b>I. Revenue from Transportation:</b>		
1. Express revenue .....		\$1,296,069.06
2. Miscellaneous transportation revenue.....		3,365.34
		<hr/>
Total revenue from transportation.....		\$1,299,434.40
<b>II. Revenue from Operations Other Than Transportation:</b>		
3. Customhouse brokerage fees.....	\$9,047.98	
4. Order and commission department.....	5.30	
5. Money orders, domestic.....	10,150.67	
6. Money orders, foreign .....	260.67	
7. Traveler's cheques, domestic.....	82.27	
8. Traveler's cheques, foreign.....	14.20	
9. "C. O. D." checks.....	9,604.07	
10. Telegraphic transfers .....	1.00	
11. Other revenue, financial department.....	207.71	
12. Miscellaneous revenue .....	50.00	
	<hr/>	
Total revenue from operations other than transportation .....		29,423.87
		<hr/>
Gross receipts from operation.....		\$1,328,858.27
Express privileges—Dr.—Page 35.....		711,503.21
		<hr/>
Total operating revenues.....		\$617,355.06

(Page 35.)

## AMOUNTS PAID TO OTHER CARRIERS FOR EXPRESS PRIVILEGES.

Name of Carrier and Basis of Contract.	Amount.
Duluth, South Shore & Atlantic Railway 45%.....	\$33,834.04
Idaho & Washington Northern, 50%.....	5,285.66
Mineral Range Railway, 45%.....	3,379.60
Minneapolis, St. Paul & Sault Ste. Marie Railway, 50% and 55%.....	573,870.96
Spokane International, 50%.....	17,537.28
Canadian Pacific Railway, 97%, less expenses.....	74,440.46
Manistique & Lake Superior, 25c per 100 pounds.....	18.18
Stanley, Merrill & Phillips, local, 45%; through, 50%.....	124.01
Arnold Transit Co., 15c per 100 pounds.....	39.66
Mackinac Transportation Co., 15c per 100 pounds.....	2,343.36
Escanaba Traction Co., \$22.50 per month.....	270.00
Wm. Carmody, Wetmore and Munising, stage, \$30.00 per month.....	360.00
Total .....	<u>\$711,503.21</u>

(Page 39.)

**SECURITIES OWNED—FUNDED DEBT.**  
 Net Held in Sinking or Other Funds.  
 Unpledged.

Name of Corporation and Security.	Total Par Value.	Cost or Book Value.	Interest Rate.	Accrued. Amount.
Other than Express Companies—				
Active:				
Minneapolis, St. Paul & Sault Ste. Marie and Central Ter- minal Railway Co., first mort- gage Chicago Terminal 4% 30- year bonds .....	\$49,000.00	\$47,285.00	4%	\$163.33

(Page 43.)

**SUMMARY OF SECURITIES OWNED.**  
 Not Held in Sinking or Other Funds.

Kind of Security.	Par Value.	Dividends or Interest.
Funded Debt:		
Funded debt of other than express companies, active— Pages 38, 39 and 42.....	\$49,000.00	\$163.33

(Page 47.)

**OPERATING EXPENSES.**

Account.	Amount.
<b>I. Maintenance:</b>	
1. Superintendence .....	\$1,011.25
2. Building, fixtures and grounds.....	135.00
3. Office equipment .....	1,058.11
7. Horses .....	305.00
8. Vehicles, repairs .....	1,495.95
10. Stable equipment .....	283.45
11. Transportation equipment .....	204.37
13. Maintaining joint facilities—Dr.....	2,539.61
Total maintenance .....	\$7,032.74
<b>II. Traffic Expenses:</b>	
15. Superintendence .....	\$7,465.23
17. Advertising .....	1,783.42
18. Traffic associations .....	2,278.68
19. Stationery and printing.....	4,927.78
Total traffic expenses.....	\$16,455.11
<b>III. Transportation Expenses:</b>	
21. Superintendence .....	\$46,600.09
22. Office employees .....	45,937.09
23. Commissions .....	94,568.58
24. Wagon employees .....	22,700.41
25. Office supplies and expenses.....	9,083.19
26. Rent of local offices.....	10,669.47
28. Stable supplies and expenses.....	25,702.48
29. Train employees .....	79,769.17
30. Train supplies and expenses.....	166.28
31. Transfer employees .....	7,169.55
32. Transfer expenses .....	711.24
33. Stationery and printing .....	16,486.97
34. Loss and damage, freight.....	14,428.11
35. Loss and damage, money.....	128.97
36. Damage to property .....	149.87
37. Injuries to persons .....	34.71
38. Other expenses .....	1,267.40
39. Operating joint facilities—Dr.....	149,597.75
40. Operating joint facilities—Cr.....	29,225.71
Total transportation expenses.....	\$495,945.62
<b>IV. General Expenses:</b>	
41. Salaries and expenses of general officers.....	\$3,780.49
42. Salaries and expenses of clerks and attendants.....	31,804.96
43. General office supplies and expenses.....	2,254.21
44. Law expenses .....	2,358.45
45. Insurance .....	3,888.40
47. Stationery and printing.....	2,702.33
48. Other expenses .....	1,207.10
Total general expenses.....	\$47,995.94
<b>Recapitulation of Expenses:</b>	
I. Maintenance .....	\$7,032.74
II. Traffic expenses .....	16,455.11
III. Transportation expenses .....	495,945.62
IV. General expenses .....	47,995.94
Total operating expenses.....	\$567,429.41
Ratio of operating expenses to operating revenues, 91.92 per cent.	

## TAXES AND ASSESSMENTS

(Page 53)

State or Territory	Ad Valorem Tax		Specific Tax		Internal Revenue United States Government	Total
	On the Value of Real and Personal Property	On the Value of Stocks or Bonds; or on Valuation Based on Earnings, Dividends or Other Results of Operation	On Gross or Net Earnings, Revenue or Dividends	On Traffic or some Physical Quality of Property Operated or on Privilege		
Idaho.....		\$128.07				\$128.07
Illinois.....						48.64
Maine.....			\$199.98	\$48.64		199.98
Michigan.....		1,307.04				1,307.04
Minnesota.....		4,322.68				4,322.68
North Dakota.....		3,058.25				3,058.25
South Dakota.....	\$69.98					69.98
Vermont.....				172.80		172.80
Washington.....			326.09			326.09
Wisconsin.....		1,022.10				1,022.10
Federal corporation tax.....					\$558.69	558.69
Total.....	\$69.98	\$9,838.14	\$526.07	\$221.44	\$558.69	\$11,214.32



## COMPARATIVE GENERAL BALANCE SHEET

(Page 54.)

June 30, 1912		June 30, 1913		Increase or Decrease
Item	Amount	Item	Amount	
ASSETS				
Permanent and long term investments:				
I Real property and equipment—				
EB 1-A Investment—				
		(b) Buildings and fixtures, Page 27.....	\$8,106.67	\$3,426.01
		(c) Equipment, Page 27.....	68,376.58	5,273.82
		EB 1-B Reserves for accrued depreciation—Cr.....		
		Total.....	\$52,050.74	\$1,847.81
IV Miscellaneous—				
EB 6 Miscellaneous investments:				
		(c) Securities—Unpledged—pages 37, 39 and 40.....	47,285.00	47,285.00
		Total.....	\$47,285.00	\$47,285.00
Working assets:				
	153,563.82	EB 7 Cash.....	212,113.15	58,549.33
	45,074.72	EB 11 Traffic balances due from other companies.....	73,637.07	28,562.35
	53,297.88	EB 12 Net balance due from agents and messengers.....	48,350.33	4,947.55
	21.72	EB 13 Miscellaneous accounts receivable.....		21.72
	7,958.32	EB 14 Materials and supplies.....	10,156.79	2,198.47
	259,916.46	Total.....	344,257.34	94,340.88
Deferred debit items:				
EB 17 Temporary advances—				
	19,185.23	(b) Working funds.....	21,271.19	2,085.96
	1,399.13	EB 27 Other deferred debit items.....	41.90	1,357.23
	\$20,584.36	Total.....	\$21,313.09	\$728.73
	\$334,399.37	Grand total.....	\$464,906.17	\$130,506.80

(Page 56.) COMPARATIVE GENERAL BALANCE SHEET—Continued

June 30, 1912		June 30, 1913		Increase or Decrease
Item	Amount	LIABILITIES		
		Item	Amount	
Stock:				
EB 29 Capital Stock, page 19, common stock.....	\$50,000.00		\$50,000.00	
Total.....	\$50,000.00		\$50,000.00	
Working liabilities:				
EB 35 Traffic balances due to other companies.....	38,977.44		70,621.50	31,644.06
EB 36 Audited vouchers and wages unpaid.....	35,661.83		38,374.25	2,712.42
EB 37 Miscellaneous accounts payable.....	329.33		329.33	
EB 41 Unpaid money orders, checks and drafts.....	8,941.52		15,144.48	6,202.96
EB 42 Express privileges.....	111,404.50		161,292.81	49,888.31
Total.....	\$195,314.62		\$285,433.04	\$90,118.42
Accrued liabilities not due:				
EB 45 Taxes accrued.....	3,145.66		9,532.07	6,386.41
Total.....	3,145.66		\$9,532.07	\$6,386.41
Deferred credit items:				
EB 47 Operating reserves.....	1,947.93		4,892.19	2,944.26
EB 50 Other deferred credit items.....			197.79	197.79
Total.....	\$1,947.93		\$5,089.98	\$3,142.05
Appropriated surplus:				
EB 52 Reserves from income or surplus— (c) Not specifically invested.....	50,000.00		50,000.00	
Total.....	50,000.00		\$50,000.00	
Profit and loss:				
EB 53 Balance page 31.....	33,991.16		64,851.08	30,859.92
Grand total.....	\$334,399.37		\$464,906.17	\$130,506.80

(Page 59.)

**IMPORTANT CHANGES DURING THE YEAR.**

Here present statements as follows: 1. All extensions of the respondent's business over transportation lines. 2. All transportation lines from which the respondent's business was withdrawn. 3. All important purchases of equipment for new lines. 4. All other important physical changes. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new funded debt issued. 8. All changes in the respondent's holdings of stocks and funded debt. 9. Adjustments in the book value of securities owned and reasons therefor. 10. All other important financial changes.

Extensions—Minneapolis, St. Paul & Sault Ste. Marie Railway: Frederic, Wis., to Duluth, Minn., 72.28 miles, August 1, 1912.

(Page 61.)

**CONTRACTS, AGREEMENTS, ETC.**

Here give a concise statement of all contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of express matter or the conduct of express business, which became effective or were renewed during the year covered by this report. Give the statement in the following order, viz.: 1. Steam railroad companies. 2. Electric transportation companies or lines. 3. Steamboat or steamship companies. 4. Telegraph companies. 5. Telephone companies. 6. Other express companies. 7. United States government. 8. Other contracts.

**Renewal of Contract.**

Minneapolis, St. Paul & Sault Ste. Marie Railway, July 1, 1912.

Idaho & Washington Northern Railway Co., increasing payment to the railway company from 45% to 50%, effective January 1, 1913.

**New Contract.**

Manistique & Lake Superior Railroad Co.—Carriage of express for Western Express Co. between Shingleton, Mich., and Manistique, Mich., effective April 8, 1913.

**New Tonnage Routes.**

Wells Fargo & Co. Express, carrying for Western Express Co. between Pembine, Wis., and Champion, Mich., effective July 14, 1912.

Western Express Co., carrying for Wells Fargo & Co. Express between Champion, Mich., and Houghton, Hancock and Calumet, Mich., effective July 14, 1912.

**Tonnage Route Cancelled.**

Great Northern Express Co., carrying for the Western Express Co., between Minneapolis & St. Paul and Duluth, Minn., effective September 18, 1912.

(Page 63.)

**COMPARATIVE STATISTICS OF EQUIPMENT OWNED.**

	June 30, 1912		June 30, 1913	
	Number.	Value.	Number.	Value.
Office Equipment:				
Four-wheel trucks .....	277	\$9,771.86	298	\$10,466.03
Office furniture and fixtures.....	...	10,295.74	...	11,693.60
Office safes .....	50	7,821.86	51	7,981.86
Horses and other draft animals.....	46	10,471.75	46	10,611.75
Vehicles:				
Double wagons .....	3	973.00	3	973.00
Single wagons .....	43	8,805.99	42	8,694.96
Sleighs .....	37	1,807.32	38	1,857.82
Stable equipment (Including harness)....	...	2,308.24	...	2,359.43
Transportation Equipment:				
Car safes .....	16	3,237.38	16	3,237.38
Messenger's safes .....	167	3,047.34	174	3,183.84
Messenger's packing trunks.....	213	1,700.77	293	1,922.77
All other equipment.....	...	4,709.32	...	5,394.14
Total .....	...	\$64,950.57	...	\$68,376.58

## STATISTICS OF FINANCIAL PAPER ISSUED.

	Number.	Amount.
Money orders sold, domestic.....	192,794	\$1,949,968.31
Money orders sold, foreign.....	1,110	31,416.82
Traveler's cheques sold, domestic.....	1,288	27,320.00
"C. O. D." checks issued.....	53,947	635,183.52
Other forms of remittance paper issued.....	537	20,126.58
Total .....	249,576	\$2,664,020.23
Number of express offices in the United States, June 30, 1913.....		553
Number of offices in the United States at which money orders were on sale June 30, 1913 .....		886

(Page 65.)

## OATH.

PROVINCE OF ONTARIO, }  
 County of York. } ss:

We, the undersigned, W. S. Stout, general manager, and W. H. Plant, auditor, of Western Express Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made, to the best of our knowledge, information and belief.

W. S. STOUT,  
 General Manager.  
 W. H. PLANT,  
 Auditor.

Subscribed and sworn to before me by said W. H. Plant this 31st day of October, 1913.

JOHN D. SPENCE,  
 Notary Public.

# INDEX.

	Page
<b>ANNUAL REPORTS OF RAILROAD COMPANIES—</b>	
Canadian Northern Railway Company.....	424
Minnesota & Manitoba Railroad Company.....	421
Big Fork & International Falls Railway Company.....	573
Chicago & North-Western Railway Company.....	469
Chicago, Burlington & Quincy Railroad Company.....	429
Chicago Great Western Railroad Company.....	437
Chicago, Milwaukee & St. Paul Railway Company.....	444
Chicago, Rock Island & Pacific Railway Company.....	472
Chicago, St. Paul, Minneapolis & Omaha Railway Company.....	488
Dubuque & Sioux City Railroad Company (Illinois Central).....	496
Duluth & Iron Range Railroad Company.....	502
Duluth & Northeastern Railroad Company.....	509
Duluth & Northern Minnesota Railway Company.....	512
Duluth Belt Line Railway Company.....	501
Duluth, Missabe & Northern Railway Company.....	505
Duluth, South Shore & Atlantic Railway Company.....	520
Duluth Terminal Railway Company.....	526
Duluth, Rainy Lake & Winnipeg Railway Company.....	515
Duluth, Winnipeg & Pacific Railway Company.....	517
Great Northern Railway Company.....	528
Green Bay & Western Railroad Company.....	546
Mason City & Fort Dodge Railroad Company.....	549
Minneapolis & Rainy River Railway Company.....	554
Minneapolis & St. Louis Railroad Company.....	558
Minneapolis Eastern Railway Company.....	552
Minneapolis, Red Lake & Manitoba Railway Company.....	556
Minneapolis, St. Paul & Sault Ste. Marie Railway Company.....	568
Minneapolis Western Railway Company.....	574
Minnesota & International Railway Company.....	581
Minnesota & North Wisconsin Railroad Company.....	585
Minnesota, Dakota & Western Railway Company.....	576
Minnesota Transfer Railway Company.....	586
Mississippi, Hill City & Western Railway Company.....	589
Northern Pacific Railway Company.....	591
Railway Transfer Company of Minneapolis.....	606
St. Paul Bridge & Terminal Railway Company.....	610
Winona Bridge Railway Company.....	614
Wisconsin Central Railway Company.....	617
Wisconsin, Minnesota & Pacific Railroad Company.....	622
<b>SUBURBAN ELECTRIC RAILWAYS, ANNUAL REPORTS—</b>	
Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company .....	11, 625-632
Minneapolis & St. Paul Suburban Railroad Company.....	11, 633-645
Mesaba Railway Company.....	11, 646-652

	Page
<b>ANNUAL REPORTS OF EXPRESS COMPANIES—</b>	
American Express Company.....	653-668
Adams Express Company.....	669-708
Canadian Northern Express Company.....	709-718
Great Northern Express Company.....	719-731
Northern Express Company.....	732-745
United States Express Company.....	746-778
Wells, Fargo & Company.....	779-845
Western Express Company.....	846-856

## A

Abandonment of railway lines, formal cases.....	177-186
Accidents to persons and property in Minnesota during year, statistics of.....	6, 268-270
Accidents, railway, caused by broken rails.....	28-31
Accumulated surplus of railways.....	9
Agricultural products, rule governing sale of consignments.....	19
Alarm bells, highway crossing.....	34
Annual reports of electric railways .....	625-652
Annual reports of express companies .....	10, 653-856
Annual reports of railroad companies .....	419-624
Annual statistics, condensed, of railroad companies.....	265
Appeal cases pending in court.....	14
Applications and complaints, synopsis of.....	11, 12
Applications for abandonment of railways.....	119

**APPLICATIONS FOR ABANDONMENT OF RAILWAY LINES AND  
TRackage, FORMAL CASES—**

Minneapolis & St. Paul Suburban Railway, trackage at North St. Paul .....	177
Chicago, Milwaukee & St. Paul, trackage in Big Stone and Lac qui Parle counties .....	180
Minnesota & International Railway, trackage at Brainerd.....	183
Wisconsin, Minnesota & Pacific, trackage at Faribault.....	184
Applications for depots and depot service.....	120
Applications for railway platforms .....	135
Applications for relief from provisions of clearance law, formal cases	23, 165
Applications for wye connections .....	135
Applications for stockyard facilities .....	136
Applications for railroad crossings .....	134
Applications to install temporary side tracks.....	131
Applications for train service, formal cases.....	197-220

**ATTORNEY GENERAL'S OPINIONS—**

Miscellaneous questions .....	56
Rulings on weights and measures law.....	68
Automatic block signals and interlocking plants.....	34, 36, 44

## B

Balances of railway companies, debit and credit.....	8, 9
Broken rails, engineer's statistics.....	28

## Page

## C

Capital stock, all lines in state, separately and in aggregate.....	271, 272
Capital stock and funded debt.....	6
Car service, complaints regarding.....	143
Cases disposed of during the year, formal and informal.....	118-264
Cases in courts, status of.....	14
Claims and overcharges, list of.....	144-151

**CLAIMS AND OVERCHARGES, FORMAL CASES—**

Waldorf Box Board Co. vs. Northern Pacific Railway Co.....	232
Chicago, St. Paul, Minneapolis & Omaha Railway Co. vs. James- son, Hevener & Griggs, St. Paul.....	236
* Deere & Webber Co., Minneapolis, vs. Chicago, Milwaukee & St. Paul Railway Co. ....	237

**CLEARANCE LAW—**

Applications for exemptions from, formal cases.....	23, 165
Applications for exemption from its provisions, list of.....	118
Report of preliminary conference regarding same.....	17
Classification, Western No. 51.....	14
Classification, Western No. 52.....	16
Clontarf railroad crossing.....	226
Commission merchants, complaints against.....	18, 138
Commission, organization of.....	11
Complaints and applications, summary of.....	11

**COMPLAINTS AND PETITIONS, MISCELLANEOUS—**

Applications for relief from clearance law.....	118
Petitions to abandon railways.....	119
Depots and depot service.....	120
Train service .....	127
Side tracks and spurs.....	131
Crossings .....	134
Wyes .....	135
Platforms .....	135
Stockyard facilities .....	136
Complaints against commission merchants.....	138
Complaints regarding car service.....	143
Claims and overcharges .....	144
Rate cases .....	151
Miscellaneous complaints .....	157
Commissioner of weights and measures, report of.....	46-56
Complaints regarding car service.....	143
Contents of statistical tables of railways.....	265-418
Credit and debit, balances of railways, Minnesota.....	8
Crossings, railroad, gate devices.....	40-43

## D

Dangerous highway and railroad crossings.....	134
Debit and credit balances of railways.....	8

	Page
Decision of Minnesota rate cases by United States supreme court.	12, 75-118
Depots and depot service, list of cases.....	120
<b>DEPOTS AND DEPOT SERVICE, FORMAL CASES—</b>	
Argyle .....	186
Strathcona .....	191
Mile Post 62, St. Louis county.....	192
Plainview .....	194
Stanchfield .....	197
Description of equipment, entire lines, Minnesota.....	265
Dividends paid .....	7

**E**

Electric railway lines.....	11
Electric railways, annual reports of.....	625-652

**ENGINEERING DEPARTMENT, REPORT OF—**

Jurgenson, D. F., engineer, annual report to Commission.....	25
Valuation of railroad property, continuation of.....	25
Uniform interlocking rules .....	32
Special investigations .....	27
Miscellaneous investigations .....	28
General items .....	28
Broken rails .....	28-31
Interlocking plants, inspected, list of.....	32-34
Automatic block signals inspected.....	34
Assistance rendered to other departments, including attorney general's office .....	28
Exemptions from clearance law, granted when.....	17
Express companies, annual reports of.....	10, 653-856

**G**

Grade crossings, formal cases.....	226-229
Grain consignments, rule regulating sale of.....	19
Grain inspection and weighing departments.....	11
Gate devices, railroad crossings.....	42, 43

**I**

Interest on funded debt of railroads in state.....	7
--	---

**INTERLOCKING PLANTS AND SIGNALS—**

New plants inspected .....	32
Plants inspected during the year.....	37
Plants condemned .....	34
Plants abandoned .....	34
Automatic block signals .....	34, 36, 44
Highway crossing alarm bells.....	34
Railroad crossing gate devices.....	40-43
Uniform interlocking rules .....	32
Investigations by engineering department, special, covering various complaints and conditions.....	27, 28



## L

Lonsdale railroad crossing .....	228
----------------------------------	-----

## M

Mileage of railroads in state and total mileage of each system.....	266
Mileage, yearly increases since 1862.....	267
Minnesota rate cases, decision of United States supreme court....12,	75-118
Minnesota rate cases, synopsis of.....	12
Miscellaneous complaints .....	157

## O

Operating expenses of railroads in state.....	7
Operating income of railroads in state.....	7
Operating revenue, net, in state.....	7
Operating revenues of railroads in state, various sources.....	297

## OPINIONS OF ATTORNEY GENERAL—

Miscellaneous questions .....	56
Rulings on weights and measures law.....	68
Organization of the Commission.....	11
Overcharges and claims, list of formal cases.....	232-240

## P

Pillsbury Flour Mills Co. et al. vs. Great Northern Railway Co., re- fusal to furnish cars .....	21
Platforms .....	135

## R

Railroad companies, annual reports of.....	419-624
Railroad companies' reports, condensed statement of.....	5
Railroad crossings, list of.....	134

## RAILROAD CROSSINGS, FORMAL CASES—

Clontarf .....	226
Lonsdale .....	228
Railroad mileage in Minnesota.....	5
Railway lines, abandonment of.....	119, 177-184
Railway lines, electric.....	11
Railways, terminal and transfer, mileage of same in state.....	267
Rate cases, list of.....	151

## RATE CASES, FORMAL—

Griggs, Cooper & Co., St. Paul, rates on uncooked cereals.....	241
Chicago, Burlington & Quincy Railroad Co., set back charges....	242
Geo. A. Hormel & Co., St. Paul, rates on interstate shipments of packing house products .....	244
Minnesota Wool Growers' Association, rates on wool.....	244
Complaint of Duluth & Iron Range and Duluth, Missabe & North- ern and other railways, lumber rates on ties.....	246
Residents on Twin City Rapid Transit line to Minnetonka, appli- cation for commutation rates.....	247

	Page
Western Trunk Line Committee, application for advance of minimum weight on refrigerator equipment.....	248
Twin City Brick Co. vs. Northern Pacific Railway Co., brick rates St. Paul to Duluth .....	250
All railway companies, constituting Northern Committee, minimum weights .....	253
Application for statutory rates on grain from Comstock to Minneapolis .....	255
Application by Red Lake Falls Milling Co. for permission to transfer transit from Red Lake Falls, Minn., and Euclid, Minn., to Minneapolis or Minnesota Transfer.....	256
Lindsay Bros., Minneapolis vs. Canadian Northern Railway Co., protest against arbitrary change in rule governing crating of cutters for shipment .....	257
Common carriers operating in Northern Minnesota, application for exemption from joint rates order.....	259-264
Rate cases in United States supreme court.....	12, 75-118
Rentals paid by railways.....	10
Rentals received by railways.....	9
Report of engineering department of the Commission for the year....	26
Report to the governor.....	3
<b>S</b>	
Side tracks and spurs.....	131
<b>SIDE TRACKS AND SPURS, FORMAL CASES—</b>	
Anton Jensen, McIntosh, side track to flouring mill.....	220
Citizens at Princeton, side track wanted between Princeton and Zimmerman .....	224
Citizens near Mile Post 62, between Brookston and Paupores, petition to have side track retained.....	225
Special investigations by engineering department covering various complaints and conditions.....	27-28
State weights and measures department, annual report of.....	
Statistics of accidents to persons and property during year.....	6, 268-270
Statistical tables, contents of.....	265-418
Statistical tables relating to operation, explanation of.....	10
Status of cases pending in the courts.....	14
Stockyard facilities, applications for.....	136
<b>STOCKYARD FACILITIES, FORMAL CASES—</b>	
Clontarf .....	230
Cannon Falls .....	230
<b>SUBURBAN ELECTRIC RAILWAYS, ANNUAL REPORTS—</b>	
Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.	625
Minneapolis & St. Paul Suburban Railway Co.....	633
Mesabe Railway Company .....	646
Summary and comparison of returns from railroads in state.....	5-10

T

Table of contents.....	2
Tables, statistical, contents of.....	265-418
Taxes of railways.....	9
Terminal and transfer railways, mileage in Minnesota.....	267
Train service .....	127

**TRAIN SERVICE, FORMAL CASES—**

St. Paul to Sandstone, Great Northern Railway.....	197
St. Paul to Willmar, Great Northern Railway.....	197
Stanchfield—Great Northern Railway.....	200
Hibbing to Virginia, Great Northern Railway.....	204
Stewartville, Racine, et. al., Chicago Great Western Railroad....	207
Withrow to Otisville, Soo Line.....	209
Angora—Duluth, Winnipeg & Pacific Railway.....	216
Orr—Duluth, Winnipeg & Pacific Railway.....	219

U

Uniform methods in providing clearances.....	17
United States supreme court decision in Minnesota rate cases.....	12, 75-118

W

Weights and measures department, annual report of.....	46
Western Classification No. 51.....	14
Western classification No. 52.....	16
Work accomplished by the Commission during year.....	11
Wyes .....	135

**WYE CASES, FORMAL—**

Thief River Falls.....	229
------------------------	-----







32101 066795848